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HISTORY of The St. CLAIR RIVER

Emeline Jenks Crampton

HISTORY OF THE SAINT CLAIR RIVER

Written for the Centennial of the Founding
of St. Clair County on May 8, 1821



BY

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[MRS. BENJ. F.]

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EMELINE JENKS CRAMPTON

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The writer of this "History of The St. Clair River" is indebted to Hennepin's Diary and "Exploration of The Great Lakes" by Dollier de Carson and De Brebeuf de Gallinee, 1660. The latter book is in French and English and the two books were obtained from the Michigan room of the Carnegie Library, Port Huron, through the courtesy of the Library Officials.

Also to Mr. W. L. Jenk's History of St. Clair County, Vol. 1, 1912; to the History of St. Clair County published by the Western Historical Co. in 1883; "When Michigan Was New" by Hulda T. Holland, 1906; also "A Daughter Of New France" by Mary Catherine Crowley, 1901; to Tuttle's "History of Michigan"; "A History Of The American People" by Arthur Gilman M. A., 1883; to Captain Wesley Brown, Captain Herbert Finnigan, Hon. Henry McMorran of Port Huron, Mr. Fred Baby, Captain Jos. Lowes, Major E. S. Petit and others.

History of the St. Clair River

Chapter One. Descriptive

The St. Clair River has had various names. The Indians called it "Otsi-Keta-Sippi" according to the History of St. Clair County by the Western Historical Company. Mrs. Hulda Holland in her book, "When Michigan Was New" calls the River "Otsi-Sippi" When Dollier and Gallinee came up the River May 25th, 1670, the latter, in his account of their journey writes of "The Straight."

In one of the earlier maps it is placed as the Huron river. When Patrick Sinclair bought the land where St. Clair now stands and built Fort Sinclair in 1765 the River bore the name "Sinclair" or fifty years.

The present name is in honor of General Arthur St. Clair who was Governor of the Northwestern Territory of which Michigan was a part, Oct. 5th, 1787.

Coming down the stream the first city is Port Huron (the Tunnel City) with a population in 1920 of 25,941. At South Park there is an attractive little park on the riverside.

Marysville the new city come next with a present population of 2,100. Further down are a number of attractive summer homes. In the Hartman home, Mr. C. H. Wills, the founder of Marysville, has been living with his family during the winter. The Parke home above is an attractive land mark as are the homes of Mrs. James N. Wright and the beautiful place of Mr. John Barlum where the grounds are terraced to the River edge, making a most interesting sight from the passing boats.

St. Clair City is the oldest settlement on the River, with a population

of 3,204. Palmer Park is an attractive place with the name St. Clair on the bank marked with white stones.

East China is a historic spot, as all boats stopped there in the '30s and '40s at the dock of Capt. John Clark to load cordwood for fuel. Four hundred nineteen people reside there.

Marine City, where many boats have been built, has 3,731 inhabitants. There are summer resorts near, Cherry Beach, Pearl Beach and others are noted ones.

Algonac, which may properly be called the "Speed-boat Town", has a population of 2,103 including the people of Clay Township. Pointe du Chene is located below Algonac. The entire River section is a popular summer resort.

The St. Clair River is the present name of the body of water which flows from Lake Huron to Lake St. Clair. The length is thirty-nine miles. The width varies with an average of three-fourths of a mile. There is an Indian legend that once the River was at one place so narrow that a tall tree falling on the bank across the River would allow passage from shore to shore. The cork pine which grew along the River sometimes attained the height of seventy-eight to one hundred 60 feet so possibly the River might have been that narrow but improbable.

The depth also varies. When sounding for the St. Clair Tunnel a depth of forty-one feet was found. There are numerous shoals where the water is very shallow. The one opposite Port Huron is called "the middle ground" That in front of St. Clair is known as "the Bar." It can be located by the naked eye as the water over it is lighter in color. In an early day there

was one at the mouth of Pine river but when the river was deepened for shipbuilding the bar was gradually washed away.

192,000 cubic feet of water are contained in the River. The current averages two and a half to three miles an hour. At the Rapids where the water from Lake Huron enters the St. Clair River, the current is very swift and the water deep. The River flows South by West.

On the Canadian shore Point Edward extends into the River forming Sarnia Bay, which is usually filled with logs rafted down from the Georgian Bay district. There is a legend that at an early period the lake water had a channel directly into Sarnia Bay.

Sarnia, the Imperial City, had a population in 1920 of 16,000. Below is the Indian Reservation with church and school. The C. H. Wrigs Co. of Marysville, with the consent of the Canadian Government, has purchased 200 acres of this land. Corunna is a village at the head of Stag Island on the Canadian shore. Further down are Morgetown, Courtright, Sombra, Port Lambton (a summer resort), and Wallaceburg off the Sny Carte, a very winding branch of the St. Clair River which flows into Lake St. Clair east of St. Anne's Island.

On Walpole and St. Anne Islands is an Indian Reservation with about nine hundred Indians. They hold an annual fair in August each year.

The islands from north to south are Stag Island in Canadian water, a popular summer resort and now owned by the Fraternal Fellowship Association composed of Odd Fellows, Masons and Knights of Pythias; Fawn Island opposite Marine City, a small tract of land where there was once a house, but otherwise uninhabited, belonging to the U. S.; Harsen's Island, the upper part of which is called Russell Island is American; Walpole and Squirrel

Islands are Canadian; Strawberry Island American; Dickinson Island U. S. A big marsh separates Stromness or Ruby Island from Dickinson Island. At the St. Clair Flats, called the Venice of America, there are numberless small islands the best known of which is Star Island (U. S.)

The rivers flowing into St. Clair are Black river at Port Huron, Pine at St. Clair and Belle at Marine City. These are navigable for some distance and many boats have been built on their banks as well as on the St. Clair. On the Canadian shore there are creeks but no large rivers flowing into the St. Clair. The Sny Carte flows from St. Clair River into Lake St. Clair along the east side of St. Anne's Island. Near the beginning of its course it meets the Sidingham river from the Canadian mainland almost "head on" and together the two travel on into Lake St. Clair. The water from the Sny Carte proper is, however, of much greater volume than that from the Sidingham hence it may be said the Sidingham flows into the Sny. This is about the only known place where two rivers meet "head on". A branch of the Sny Carte, known as Johnston's Channel flows from the Sny into Lake St. Clair between Walpole and St. Anne's Islands.

More tonnage goes through the St. Clair River than from the docks of New York and Boston combined and more than passes through the Suez Canal. In 1920 there were 62,000,000 tons of iron ore passed down. Four boats carried \$1,250,000 worth of freight. In 1919 there was shipped from Lake Superior including Fort William 171,047,586 bushels of grain or 1,682,722 tons. From Lake Michigan came 330,252 bushels or 1,408,979 tons of grain. The total tonnage through the Canal locks at Sault Ste. Marie for 1918 was 10,023,726 bushels.

The largest cargo of soft coal was

carried up by the steamer D. G. Kerr, 15,532. In a twenty trip season the combined carrying capacity is 3,387,786 gross tons on a single trip with the fleet of boats. The season capacity is 67,755,720 gross tons. The grand total comprises 774 vessels of 300 or more gross tons with the gross tonnage of 2,694,447 tons.

The exports on the River in 1920 were of the value of \$135,014,000; the imports were valued at \$29,328,029.

In 1873 there were 39,188 boats passed Gratiot light house and that year a boat passed a given point at the rate of one every six minutes. After a fog 18 freighters were seen at one time a few years ago in sight at once.

At the mouth of the River are various channels. When Dollier and Gallinee came from what is now called Lake St. Clair in 1670 they found five mouths to the River they named "Streight." These are now called Sny-Boro, the North Channel, the Middle Channel, South Channel and Sny Carte.

One thing the early settlers found on the River which was decidedly unpleasant, with which nearly all pioneers were afflicted, was "chills and fever" better known as ague. Stories are told of victims shaking so hard with a chill that the bed on which the unfortunate one was lying was shaken with the violence. As the country was settled, trees were cut down and the land drained, so that the malady disappeared. The only remedy to the pioneers for the ague was quinine and they bought it in quantity.

There is no river like our own St. Clair
Go where you will, none other can compare.

Its sparkling, rippling waves are heaven's own blue.

'Tis every restless, changing in its view.

No poet's pen with justice can declare,
The glory of our wonderful St. Clair.

Chapter Two. Early History

The first inhabitants on the St. Clair River were so far as known, the American Indians. Along the River were the Hurons, Ottawas, Miamas, Illinois, Pottawatomies, Algonquins, Loups, Kickapoos, Santeurs, Ojibwas, Saes, Menominees, Shawnees, Wyandottes, Mississages, Chippewas, of which there were twenty-six tribes around what is now St. Clair. The Ottogamies (or Foxes) lived around Lake St. Clair.

These tribes had their own emblem the owl, fish, eagle, bear, beaver and other symbols to distinguish the different tribes. Before their contact with the white man their means of offence and defence as well as the way to obtain their food was by the use of the bow and arrow. They had no clothing but that furnished by fur and skins of animals. They travelled on the River in canoes made of strips of birch bark sewed with thongs. Some canoes were twenty feet long by two in width and these the Indians paddled with great dexterity. Dug-outs were made by burning out logs. They had flint for striking fire.

The Indian canoes could make forty miles a day paddling down the Lakes and fast canoes made eight miles an hour. The largest canoes held as many as seventy men.

The Indian women of today are not far behind their white sisters as they demand the vote at the tribal elections.

A document with reference to Indian affairs in this locality is here given in full:—

"War Department, Office Indian Affairs, January 4th, 1837.

Sir: I transmit herewith a copy of a letter dater 11th October appointing you commissioner, in conjunction with Mr. John McDonell, to value improve-

ments under the late treaty with the Ottawas and Chippewas.

I will thank you to advise me of your acceptance or non-acceptance of this appointment.

Very Respectfully,

Your most obedient Subject,

C. A. HARRIS, Comm.

To: John Clarke, St. Clair Mich. Post master China."

When the Iroquois or Five Nations, later Six Nations, came up the Lakes they drove the earlier Indians further north and killed numbers of them. The earlier tribes after the advent of the French people welcomed them (the French) as brothers and often intermarried with them. The Iroquois were more friendly to the English people.

Following is an extract from a letter written during the siege of Detroit by Iroquois Indians in 1763:—

"We have been besieged here two months by 600 Indians. We have been on the watch, night and day from the 8th of May and have not had our clothes off, nor slept all night since it began."

Reinforcements arrived on July 26th by a vessel from Mackinaw. Patrick Sinclair was in command of this relief ship.

Of the passing of the Indian these lines have been written:—

"They left no history, but lived and died

Like the wild animals around them which they slew;

The woods and streams their ravenous wants supplied,

To hunger and to thirst were all they knew.

The skins of beasts about their loins they drew,

And made themselves rude weapons out of stone,

Spark arrow-heads and lances."

Among the Indians known to early

settlers was John Riley who owned the land where Port Huron is now located in 1826. He had a block house at the south west corner of Military and Water streets. He had a checkered career. Sometimes he was a good Indian when he was friendly to the settlers and helped them in various ways but was a very "bad Indian" when he paddled down the St. Clair River to Harsen's Island, got drunk and shot Mr. James Harsen, who died later from the wounds received. He excused himself saying he was "squeebey" (drunk). This was an old stunt of the Indian to get drunk commit crimes and claim when about to be punished that they did not know what they were doing. Gallinee writes that as early as 1669, when he and Dollier were on their way up the Lakes and rivers that the Indians on Lake Ontario would get drunk and dreadfully torture their prisoners and enemies and claim exemption for their crime because they were drunk.

Riley was chief of the Otipewa Indians. He could read and write, having attended a mission school on the St. Clair River. His wife was a full blooded squaw. He was a Mohawk half-breed.

Other Indians of the River were Big John (Og-ma-ke-ga-to) of the Chippewa tribe, Nataquato and Nemekum Huron chiefs on the River. Black Duck, son-in-law of Chief Black Snake of Black river, made trouble for the settlers. Kish-haw-ke and his son were allied against the Americans in the war of 1812 as was Wawanosh who killed the husband of Granny Rodd, Antoine Rodd, who was friendly to the Americans in 1814.

Granny Rodd was well and favorably known the length of the River where she made yearly pilgrimages, staff in hand, to visit the grave of her daughter buried on an Island. She came to the writer's home one Sunday

afternoon asking permission to sleep by the kitchen fire. After supper she wrapped up in her blanket and we children tiptoed out to the kitchen door to look at her. She lived to be over a hundred and died in 1870. The following verses are two of a poem written of her, author unknown: -

"Old Mother Rodd!! Old Mother Rodd
When elements combine together
To drive poor Christians from the
road

By this hard snap of wintry weather -
What drives thee from thy wild bush
home

And thy camp fire across the River.
Port Huron's snow-wreathed streets
to roam.

When white folks round their stoves
do shiver."

"Old Mother Rodd! The River true
Rolls on as then with rapid current,
As when thy family's birch canoe,
Skimmed lightly o'er the sky-blue tor-
rent.

Thy friends roamed here and wand-
er'd there

With Sharpen'd stone with bow and
quiver,

Before the wandering brave St. Clair
Bequeathed his name to this proud
river."

Some of the early explorers hoped to reach China from the Great Lakes which were supposed to give the way to the Vermillion Sea or Gulf of California. They still hoped for a short route to India. In 1534 the explorer Cartier, who discovered the St. Lawrence River, was told of great lakes and rivers in the northwest but it remained for Joliet to be the first white man to pass down the St. Clair River in a sailing canoe in 1669. (One history says that Father Joseph Le Caron with twelve men came to the St. Clair River in 1615 having been sent out by Champlain). Joliet made the first maps of the region but these

were unfortunately lost when his canoe was upset in the St. Lawrence river on his return from the momentous trip in 1686 some English fur traders came up the St. Clair River on their way to Mackinaw.

The first maps which have been preserved of this locality were made by Dollier De Carson and Galinee in 1670. A map of North America was published in Paris in 1656 showing the lakes and rivers in this region by Sanson. He spoke of Lake St. Clair as being a "Sea Water Lake" but Galinee writes "we saw no sign of salt water." (In one of the Indian languages the word "Otsiketa" means "salt." Probably the Indian applied the name to the St. Clair River and St. Clair Lake because of the numerous "salt licks" found here. It is probable that Sanson hearing the term "Otsiketa" thought that the Indians meant that Lake St. Clair was salt water) Joliet gave Dollier and Galinee information about the trip they were to take when he met them at Lake Ontario. The original letters of Gallinee are now in the Bibliotheque Nationale, Paris. The book the writer quotes from is written, one page in French and one in English. Galinee writes of Lake Erie "At last we arrived on the 13th or 14th of October (1669) at the shore of Lake Erie which appeared to us at first like a great sea because there was a great south wind blowing at the time. There is perhaps no lake in the whole country in which the waves rise so high because of its great depth and its great extent." Some of us can agree with Galinee as to the roughness of Lake Erie. Galinee and Dollier stopped at one of the islands of Lake Erie, killing three stags and a hind. They passed the winter of 1669 and 1670 on the north shore of Lake Erie at the Cahuga river. In his account Galinee calls Lake Huron "Michiganane." He thus describes the

St. Clair River "We entered the outlet of Lake Michigane which is not a quarter of a league in width. At length after ten or twelve leagues we entered the largest lake in all America called "the fresh water sea" of the Hurons or in Algonkin "Michigan." It is 660 or 700 leagues in circumference." they passed through St. Clair River May 25, 1670, and instructed the Indians on the shore where Dollier set up his altar on every opportunity.

Passing up the St. Clair River in May 1670, they continued up Lake Huron and returned home by Georgian Bay, the French, Ottawa and other streams, having to portage many times, and finally reached Montreal June 18, 1670. They had spent 347 days on the round trip.

In 1670 Dollier, who was a priest and missionary thirty-three years of age, wrote: "I was seeking to form communication between Lake Ontario and Lake Huron, where the copper mine is said to be."

Dollier, Gallinee and La Salle a brother of the La Salle who later built the Griffin, with seven canoes and three men in each canoe and with two canoes of Iroquois as guides left Montreal July 6th, 1669, reached Lake Ontario August 2nd. La Salle, who was twenty-six years of age left them October 3rd and returned with his men to Montreal. The rest of the party, including the Dutch interpreter, reached Lake Erie October 13th and camped for the winter at the mouth of the Cahuga river on the north shore of the Lake. They found the winter severe but not so much snow as in that part of Canada which they had left.

In 1665 Father Allouez established a mission at La Pointe on Lake Superior of which we shall hear later.

The first map of the Lakes and rivers was by Francois Dollier, Priest

of the Diocese of Nantes in Brittany and De Galinee of the Diocese of Rennes in Brittany and it surely looks strange to us now.

Events happened in the summer of 1675 which were momentous in the first history of our River. Father Hennepin and Rene Robert Cavelier Sieur de La Salle sailed from La Rochelle, France, so often mentioned in the Great World War, for Quebec, reaching there in September 1675. In February 1679 work was commenced on the sailing vessel 'Griffin' of 45 tons burthen, being built two leagues above the great Fall at Niagara by La Salle. On the seventh day of August, 1679, the Griffin sailed north to be the first vessel to sail through



THE GRIFFIN, FIRST SAILING VESSEL TO PASS UP ST. CLAIR RIVER

the St. Clair River. La Salle had sent 15 men in canoes to inform the Indians along the Lakes that he had been granted authority from France to build a chain of forts upon the

lakes and rivers, his hope being to connect Canada with the Gulf of Mexico.

Three priests were on the Griffin, Fathers Hennepin, Ribourde and Membre. La Salle was commander of the expedition, the object of which was to buy furs of the Indians. The pilot of the Griffin was an ocean sailor. The crew consisted of twenty-four men.

Hennepin states that the day they boarded the vessel "we fired three guns and sang Te Deum, which was attended with loud acclamations of joy. Of which those of the Iroquese who were accidentally present at this ceremony, were also partakers for we gave them brandy to drink as well as our men, who immediately quitted their cabins of Rinds of trees and hanged their hammocks under the deck of the ship, there to lie with more security than ashore.

"The Iroquese being returned from hunting beaver were mightily surprised to see our ship afloat and called us Otken, that is in their language, "most penetrating wits." For they could not apprehend how in so short a time we had been able to build so great a ship. * * * It might have been called a moving fortress; for all the savages inhabiting the banks of those lakes and rivers I have mentioned for five hundred leagues were filled with fear and admiration when they saw it."

Upon reaching Mackinaw La Salle had taken 14 men in five canoes to paddle down the west shore of Lake Michigan while M. Tonty was to go down the east shore. La Salle after many adventures died in 1687, being shot on the banks of the Mississippi by a jealous nephew. Hennepin published a book of his travels from which we quote.

'Between Lake Erie and Huron there is almost such another Streight

thirty Leagues long, which is of an equal breadth almost all over, except in the middle that it enlarges itself by help of another Lake far less than any of the rest which is of a circular form about six leagues over, according to the observation of our pilot. We gave it the name of Lake St. Claire though the Iroquese who pass over it frequently call it Otsi-Ke-ta. The country which borders upon this most agreeable Streight is a pleasant Champagne country as I shall relate.'

This name Otsi-keta applied to all water between Lake Erie and Lake Huron. He writes further of our River thus, "The current of that Streight is very violent but not half so much as that of Niagara; and therefore we sailed up with a brisk gale and got into the Streight between the Lake Erie and the Lake St. Claire: this last is very shallow especially at its mouth. The Lake Huron falls into this of St. Claire by several canals, which are commonly interrupted by sands and rocks. We sounded all of them and found one at about one league broad without any sands, its depth being everywhere from three to eight fathoms of water. We sailed up that Canal but were forced to drop our anchors near the mouth of the Lake for the extraordinary quantity of waters which came down from the Upper Lake (Superior) and that of Lake Illinois (Michigan) because of a strong north-west wind had so much augmented the rapidity of the current (the Rapids) of this Streight that it was as violent as that of Niagara

The wind turning southerly we sailed again and with the help of twelve men who haulld our ship from the shore got safely the 23rd of August into the Lake Huron. We sung the Te Deum a second time to return our thanks to the Almighty for our happy navigation."

The Griffin (sometimes erroneously

spelled Griffon) had on board five cannon and two anchors. On the return voyage the Griffin, laden with furs and skins started on the way back to Niagara, "but the ship was hardly a league from the coast when it was tossed up by a violent storm in such a manner that our men were never heard of since; and it was supposed that the ship struck upon sand, and was there buried. This was a great loss for La Salle and other adventurers

and the word wawa according to Henry W. Longfellow means the wild goose, the advertisement of the C. H. Wills Co. of Marysville representing the big wild goose flying down the St. Clair River is most appropriate.

The first fort erected on the St. Clair River was in 1686 by Du Luth (the name is spelled in a number of ways). This fort stood on about the same spot as that occupied by Fort Gratiot at a much later date (1814).



LUMBERING ON THE BANKS OF THE ST. CLAIR

ers for that ship, with its cargo, cost above sixty thousand livres."

Another version is that the crew in La Salle's absence mutinied, sold the cargo of furs and sank the Griffin. It is not known definitely which story is correct.

Lake Huron was named Ottawawa by the Indians. As the water of that Lake flows into the St. Clair River,

The French fort built by Du Luth was called Fort St. Joseph and was burned August 27th, 1688 at which time the attempt to maintain the fortress in this section was abandoned by the French. In the year 1765 the second military post to be erected in the County was built at the point where Pine river enters the St. Clair River. This fort was constructed by Patrick

Sinclair of the English army and was named in his honor "Fort Sinclair." This was during British occupancy of this section and the English flag floated over the post. The third fortification to be built along the St. Clair River was Fort Gratiot, built by the United States in 1814 and the Stars and Stripes were the final national emblem to fly above a fort on the River.

In 1701 there passed down the River St. Clair a number of canoes, whose occupants were destined to become famous in Michigan history as the founders of Detroit. Sieur de la Mothe Cadillac was at the head of the expedition. He was accompanied by Monsieurs de Tonty, Dugue and Chacornacle and two priests, Vaillant and Father Del Halle, with fifty soldiers and fifty builders and traders. M. de Tonti was Captain, Dugue and Chacornacle were Lieutenants. They left La Chine on June 20, 1701 and were to go by way of Ottawa river. They had to portage thirty times from river to river and the Lake of the Nipicerines. Then thru the French river in Georgian Bay and down Lake Huron.

In six weeks they reached the St. Clair River which is thus described, "Our small flotilla reached the ruins of Monsieur du Lhut's abandoned trading post, Fort St. Joseph (built in 1686 and burned in 1688). Having tarried to examine the place, Cadillac gave orders that we embark anew and ere long we entered upon the river which the Baron Lahontan described to his friends at Quebec as the "Neck" but which we now know as the upper part of "the Strait." It was a tranquil scene and on either hand the green level country stretched away as far as the eye could reach, except where here and there a forest intervened.

"Next we came to a curious place

(the St. Clair Flats) a multitude of half-submerged islets where we saw Indians spearing fish and where wild ducks and other water fowl abounded. We shot so great a number of the ducks that all available space in the canoes was taken up with them. Then we floated onward over the placid waters of the little lake of Ste. Claire."

The following spring (1702) there passed down the River St. Clair bateaux containing the wives of Cadillac, Tonti and of the traders and other men in Detroit. There were Indian rowers and guides Canadian fur traders, courreurs de bois and others who accompanied the little fleet. Also the six year old son of Cadillac and we can imagine the surprise in the eyes of the little son at the strange sights of the long trip. The bateau in which were the women bore a white banner at the prow and the French flag of the fleur-de-lis proudly waved telling the men of the arrival of their loved ones.

There were two reasons why these people had come down the River. First the dread of the Iroquois Indians who were hostile and second the Niagara Falls, as it would have been necessary to portage some distance. For the same reasons Joliet came down the River.

After Detroit was settled by Cadillac and his people in 1701 boats were frequently passing through the St. Clair River between Detroit and Michilimackinac. Indian canoes whose owners had been pulling out of the water the fine fish so plentiful then; French fur traders; courreurs de bois and boats loaded with supplies for Detroit and loads of furs going to Quebec. Some of these canoes held ten or fifteen men. The furs carried in them were bear, mink, fox, wolf, beaver which was so much in favor that it became scarce and the Indians were

allowed to sell beaver pelts only to the French government. Buffalo roamed through the region and undoubtedly some of their skins were in the boats. Also the skins of wolverines which were so plentiful that Michigan took the name of the Wolverine State.

The Indians were paid for their furs in provisions, wearing apparel, knives and scissors and two often also brandy was exchanged for pelts. Pelts purchased were bound by deer thongs and placed in a store house in Detroit until they could be sent to Quebec.

In all justice the St. Clair River should have been called Duluth or Sinclair, preferably Sinclair. Gen. Arthur St. Clair was never on or near the River or in any way connected with the lake, river or city which bears his name although he was governor of the Northwest Territory from 1789 to 1800. Patrick Sinclair not only built the fort above referred to but also several houses and a mill and planted orchards along the River's banks. He may properly be called the first big business man on the St. Clair River. For seventeen years he owned 24,000 to 40,000 acres from Marysville south to Recor's Point and was at the head of the enterprise of cutting the first timber in this section. In addition he did a large business trading with the Indians.

He was likewise a Captain of the British Naval Department and was presented with a silver goblet by the people of Detroit. He was in command of the schooner which took the provisions and brought relief to the city of Detroit when that town was being besieged by the Indians. Two boats were sailing on St. Clair at the early date of 1780, the Wellcome commanded by Alexander Harrow and the Yandot.

In 1788 the land of Patrick Sinclair was sold by David Ross to Meldram and Parks who in 1795 obtained a deed

from the Indians of the Chippewa tribes confirming Sinclair's deed.

The River was known as "Sinclair" for fifty years and it might not be a bad plan if our city of St. Clair and the River were renamed Sinclair for this intrepid scotchman.

Chapter Three. Rafting on the River

The rafting through the River commenced about 1766 when Patrick Sinclair began to cut off the trees where St. Clair city now stands. His logs were rafted to Detroit.

In 1814 Mr. Louis St. Bernard built a house on the St. Clair River using bricks from Fort Sinclair for his chimney. Mr. St. Bernard took the contract to deliver the timber for St. Anne's church in Detroit. The logs were undoubtedly rafted down the River to Detroit. Father Richard had charge of building the church.

From this time on as pioneers appeared along the banks of the River more lumber was cut and rafted. These rafts were managed probably by canoes and bateaux which the early French settlers used in their traffic up and down the River.

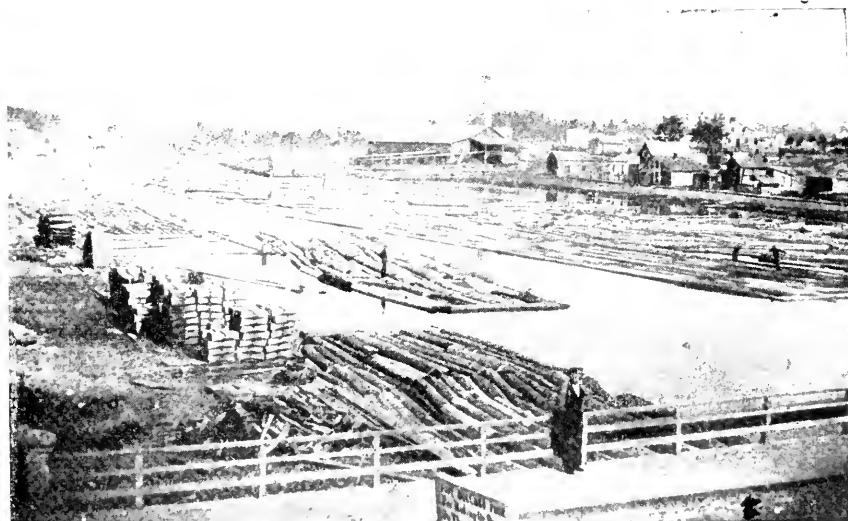
About 1860 tugs began to appear. Then larger rafts were made and these were towed to their destinations by the tugs. In the case of unusually large rafts two tugs were often seen pulling a single raft.

Occasionally a raft would break loose and the logs would drift down the River and men and boys all along the shore would put out in boats and bring the logs to shore for their own use. Finally the U. S. Government made strict laws making it a criminal offense to use any logs obtained to such a manner.

The largest raft that ever passed down the River floated down in the year 1875. It was in tow of two tugs, the John Owen and the Merrick. Capt. Wesley C. Brown was in command of

the Owen on account of the illness of Capt. Booth, who was unable to pre-form his duties and was put off the beat at Detroit. This raft had 2,000,000 feet of oak with 1,000,000 feet of cork pine to float it as the oak was too heavy to float of itself. The raft was about 1,000 feet long and 300 feet wide. It was 18 hours passing through the St. Clair River and 16 days on the trip from Bay City to Buffalo. The owner of the logs, Mr. Brennan of Bay City, was on the tug

Some of the readers of this Chapter may be interested to know how these lumber rafts were made. Into each log was bored a large hole and chains connecting the logs put through these holes, so that all the logs were chain-ed together. Around the outer edge of the raft were long logs chained together at each end, commonly known as boom logs. The whole raft was encircled with these boom poles and joined by cross chains the entire width of the raft. In case of strong



EARLY DAY LOG RAFTS AT MOUTH OF BLACK RIVER

John Owen. In crossing Lake Erie a severe wind storm broke loose some of the logs but Mr. Brennan was well pleased with the outcome of the ven-ture.

During the years of 1827 to 1873 mills for cutting logs began to appear on the banks of the River and sail vessels and later barges carried the cut timber. Only occasionally then did a raft appear on the St. Clair.

At the present time large rafts of logs are being towed from Georgian Bay into Sarnia Bay just below the head of the River.

winds the raft was allowed to drift as the pressure of the towing in a wind back of the raft would tend to break it up. The tugs in such a situation just guided and eased the raft with no attempt to draw it.

The following business letter is typ-ical of the rafting days on the St. Clair:—

"Detroit, December 10, 1833.

Dear Sir,—I have closed a contract with Mr. Bartlett for rafting all my lumber from Black River to Detroit.

Mr. B.—, intends to do it by rafting in cribs of each kind sepearate, chain-

ing the crib together for rafting by hickory twist, or chains as they are called. In this way when it gets here each crib will contain its separate kind and be put out on the wharf and carried to the Pile in the Yard without the expense of aparting. The expense in this way will be half less than we have done it. This is the way of rafting on Lake Champlain.

Mr. B—, will take the present raft in hand and make it in this way if it has not progressed too far. If he has to bring it as it is put on all you can get safely and I would advise putting most of the Deck Plank on the top of the raft so that I may take it off at the upper yard and take the balance down to saw without re-rafting. * * * Cannot you put on top of the raft without any great extra trouble the following bill of lumber for the Presbyterian Church. Don't let it give you trouble to get it but if it can be done, do it I will either come up on Friday or when you are ready to come down with the raft and I will stay during your absence. Write me shall I want much money when I come up.

Yours & C,

F. P. BROWNING

To John Clarke, Esq.,

Steam Mills Mouth Black River.

Articles Needed. 6 barrels Salt 8 boxes and 3 bags nails and spikes, 1 grindstone. Send down on the raft when it comes $\frac{1}{2}$ doz. Pikes and Poles. Respects to Mrs. C."

Chapter Four. Unusual Events on the St. Clair, River.

In 1818 heavy ice blocked the channel of the St. Clair River so that according to Judge Bunce, "the river was drained." By this he probably means the water was greatly lowered below the ice jam. At this time the water of Lake St. Clair receded at least four miles from the shore and the surf raised several sand ridges.

November 8th-19th, 1819 occurred the event known as the "Black Days. The French traders looked on the phenomenon with a peculiar curiosity but the Indians were actually alarmed and quoted the prophecy that one day the Peninsula would be destroyed by an earthquake.

In 1827 Lake St. Clair and St. Clair River rose so high that farmhouses, two churches and large tracts of land were washed away. Jacob Peer had sixty acres of cultivated land submerged in Clay Township, this County.

During the tornado of 1836 the wind was so violent in crossing the River at East China Township that a body of water was scooped out of the River and flooded quite a tract on the Canadian shore. Mr. Henry Parker of St. Clair who was a lad at this time witnessed this storm which took the roof from the Oaks home on Pine River where he lived. When Mr. Parker came up the River from Detroit in 1832 on a sloop on which a number of pioneers of St. Clair County were passengers, they were two days and nights on the ship. The occasion for the long journey was the fact that the sloop sprang a leak and had to be bailed out during most of the trip.

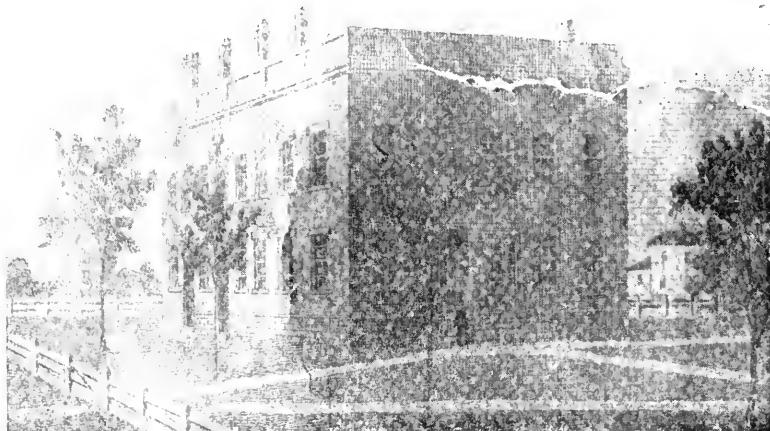
A floating island of about the size of two city blocks was reported by Capt. Dan Morrison in July 1878. It was covered with grass and would have made a nice farm for someone who could have found a place to anchor it.

In the spring of 1896 a gorge formed at the head of Stag Island so that there was ice to the bottom of the River in many places. Naturally the water in St. Clair River fell considerably. Mr. Fred W. Baby and Dr. Beyoe of St. Clair skated out to the bar opposite the city and shovelling away the ice and snow stood on land. Later that same day Capt. Billy Brown Fred Scheuricker, D. P. Ingles with

his dog, Oswald Hart, Dan Webster and Charley Solis crossed the ice to the bar where they raised the Stars and Stripes, taking the land in the name of the United States. They planted some corn and beans. Stewart Padfield standing on shore took a picture of the group.

In the spring of 1893 there passed up the St. Clair River three strange craft which were the wonder of the people on either shore. They were the caravals "Santa Maria," "Pinta"

Probably the strangest sight ever seen on the St. Clair River was the same year (1893) when the immense body of a whale was towed up the River. The carcass had been chemically treated but there was a disagreeable odor coming from it. The whale was enjoying (?) his first fresh water trip to Chicago to be on exhibition at the World's Fair. On the voyage it was tied up back of the Post-office at St. Clair and for a small price people were allowed to enter its mouth



SECOND COURTHOUSE BUILT IN COUNTY, ERECTED 1858, NOW ST. CLAIR CITY HALL.

and "Nina" exact reproductions of the boats in which Columbus made his voyage across the Atlantic in 1492. In gazing at these small boats and then glancing at the large freighters on the River one could not but wonder at the bravery of Columbus and his men. These boats were on their way to the World's Fair in Chicago which was one year late in celebrating the discovery of America. By the way, the president of the Chicago Fair was Hon. Thomas W. Palmer who had received his early education in the St. Clair Academy during the years 1842-1847.

Standing erect or sitting in a chair with a rug in front one could but wonder at the whalebone in the upper part of the mouth, at the small throat scarcely larger than an orange. This whale was about sixty-five feet in length and about twenty-five or thirty feet in circumference.

A few years ago a house passed up the River on a flat boat. This was placed on shore at Sommerville, a chimney added to it and it now presents a good appearance.

The greatest storm on the lakes and River occurred on Sunday, November

9th, 1913. Just as the steamer Price left the mouth of St. Clair River and entered Lake Huron during the storm it turned turtle and floated for days afterward with keel in air and masts dragging Lake Huron. Three St. Clair men lost their lives on this ship. They were Charles Hartman, first mate; Howard Mackley second mate and Arz McIntosh, wheelsman.

In the same month and year (Nov.

old Shipyard at St. Clair by a boat commanded by Capt. Montague. As there had been another accident there the U. S. Government ruled that all up-bound boats go on the Canadian side, down-bound ships on the American side. The steamer Bethlehem sank in front of Henry Rankin's place near St. Clair. The tug Pringle burned just above in 1876 and the tug "Red White and Blue" was sunk just below



GENERAL CHARLES GRATIOT

20th, 1913) a tidal wave came down the River doing much damage along both the St. Clair and Pine rivers. Marks were left by the tidal wave showing it to have been five or more feet in height.

Wrecks and disasters along the River have occurred occasionally. July, 1906 the Eric was sunk near the

shipyard above referred to.

The passenger boat Boscoe Belle and freight boat Lowell both floated down the River afire and were burned to the water's edge. There are wrecks of boats at the head of Stag Island and two at the Island's foot. Also one between Marine City and Algoma, and one off Port Huron. The str. Tuscar-

ora sank off Yankee St. north of St. Clair on May 13, 1895. The steamer Unique blew up her boiler, killing the fireman and blowing the engineer, Mr. Robertson overboard where he drowned before rescued. The following boats were burned: The Fairport at Algonac in 1844; the John Owen in the River in 1860, the Ilander at the Flats in 1881; J. D. Morton in the River 1863; the Fox at Newport (now Marine City) in 1863; the Swan at Algonac 1864; the Grand Trunk Ferry "W. J. Spiree" in 1864; Canada 2nd in the River in 1865; North America at the Flats 1858 and the Kenosha near Sarnia in 1865.

One summer a few years ago the author in taking a boat trip from St. Clair to Detroit had an unusual experience. On the return trip we were nearly across Lake St. Clair and getting near the mouth of St. Clair River when a thunder storm came up. Some one called out "A waterspout" and passengers rushed out on deck to see on the American side of the River a vast pillar of water extending from the surface of the Lake up into the thunder cloud. The center of the cloud appeared to be black from the density and rapid motion of the whirling waters making up the spout. While we were gazing at it with considerable wonder and astonishment another voice called out, "Look over there." We looked and saw a second water spout on the Canadian side of the River and somewhat further away than the first one. Our attention was drawn again to the first and soon we saw the tip of the cone shaped cloud gradually raise so that the pillar parted in the middle. The water of the Lake receded and the unusual spectacle was over. I think however that the passengers were a little relieved that we were about to enter the St. Clair River rather than out in the midst of the Lake.

In the summer of 1918 during the World War, a sight upon the River was afforded which had never before been seen. Camouflaged boats and the swift Eagles built especially for War use were seen plying the length of the great waterway.

May 19, 1921 the tow barge W. L. Kennedy drifted down stream with bow all ablaze. She was in tow of the steamer C. H. Green. They anchored on the bar opposite St. Clair for a time but later went on and after a fight of three hours the fire was brought under control.

Some amusing as well as serious occurrences have taken place on the St. Clair, especially in connection with smuggling of which there has been more or less at different times. Mrs. Hulda Holland in her book "Marfa" describes an exciting chase of some opium smugglers by U. S. Officials near where the Oakland Hotel stood, immediately to the south of the city of St. Clair. Probably at no time during the history of the River was there so much smuggling and illicit trade across its waters as during 1920 and 1921 when much liquor came across the border from Canada into the U. S. This was caused by the U. S. having prohibited the manufacture and sale of intoxicating beverages while Canada still permitted the making and use of liquors. However, in the spring of 1921 an election was held in the Province of Ontario resulting in making that Province "dry". Smuggling liquor began to decrease with the coming into force of the "dry" measure and at present writing may reasonably be expected to be gradually eliminated.

A sight not usually seen along the River was noticed in the month of May, 1921 when after a north wind had blown for ten days consecutively sea gulls in considerable numbers were observed along the banks of

the River. Some even went as far inland as six or seven city blocks. The gulls because of the strong north wind had been unable to obtain their usual supply of food and consequently were driven to seek food on land. A large number of gulls were seen from the Star Line waiting room feeding upon garbage that had been thrown out upon the water. Of the flock a number were noticed with jet black heads and smaller than the ones usually seen. It was thought that these had come down the River from the Lake on account of the strong north wind prevailing on Lake Huron at the time.

Chapter Five. Government Lights

The first lighthouse built by the U. S. Government for the River St. Clair was just above Fort Gratiot. It was erected in 1825 and was lighted on August 25th of that year. The first keepers of it were Rufus Hatch and Jean B. Desnoyers who cared for the light until December when George McDougall was appointed keeper. McDougall was to receive the sum of \$350 per year for his services. This lighthouse was 32 feet high 18 feet in diameter at the base and $9\frac{1}{2}$ feet at the top. Navigation was late that year and the light was kept burning until December 15th. A big storm in 1828 badly injured the structure and it fell the latter part of November of that year.

In April 1829 a contract was let for a new lighthouse to cost \$445. This was 69 feet high with a diameter of 25 feet on the ground. It was built of brick and with a little remodelling in the early '60s still stands. It is known as the Fort Gratiot Light. Geo. McDougall was the keeper from the time of his appointment until his death in 1842. There were originally about fifty acres of land set aside by

the Government to be used in connection with the lighthouse.

In 1873 the Government platted and sold all but a small part of the land around the lighthouse. Edison Beach was formed from the land thus sold by the Government. In the storm of 1913 a large pile of sand and dirt north of the lighthouse was carried out into Lake Huron but the lighthouse itself was not shaken. There have been nineteen keepers of the Fort Gratiot Light the present one being Frank E. Kimball.

U. S. Government has many lights on the St. Clair River to help the sailor. A lightship shows them the entrance to the River from Lake Huron. There are range lights at Point Edward, a gas buoy at the head of the middle-ground at Port Huron, also one at the head of Stag Island. There are ranges at Corunna, a beacon at Marysville, Stag Island lighthouse, gas buoy at St. Bernard's Point, one at the head, middle and end of the bar at St. Clair, Lighthouse at Recor's Point, gas buoy at each end of Faron Island and one at the head of Harsen's Island. There are ranges at the mouth of the Snye Carte and at Harsen's Island, two beacon lights on the shore of Walpole Island and on Squirrel and Russell Islands. The south east bend shows seven lights and lower ranges on Russell's Island. There is a lighthouse on the center pier of the St. Clair Ship Canal, a gas buoy and lighthouse in the center of the pier at the south end of the canal.

These gas buoys are taken up at the end of navigation each year by Government boats and are placed on docks for the winter and then replaced in position in the spring. They are intended that is, they do not have to be lighted.

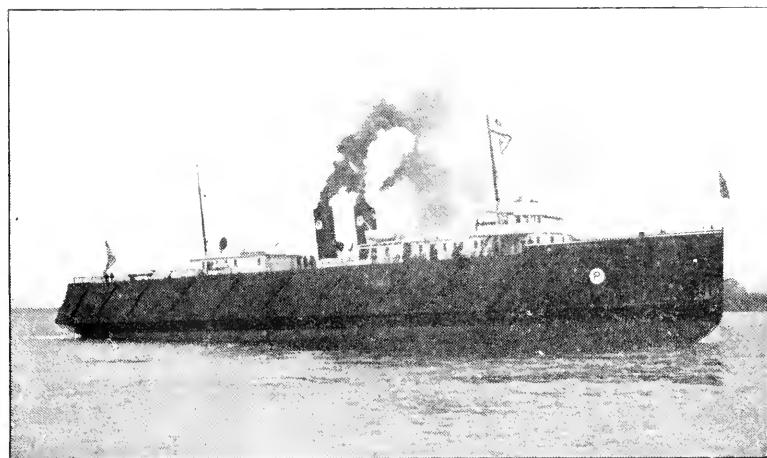
Under the date of April 23, 1921 from Algonac comes a tribute to the faithful work of one who has charge

of some of the "lights along the shore" there. It is as follows:

"Peter Lacroix has repaired the U. S. range lights painted the old houses and has everything in good order. Mr. Lacroix has been care taker for many years, and is an efficient man. He has never been known to miss his duties. No matter what the weather he has always stuck to his job, and often has had to wade out with the water up to his waist to reach the

The tunnel was first used in 1891. Steam engines were first used to haul trains through the tunnel but as a number of serious accidents resulted from the coal gas thrown out by the engines electricity was installed. This was in 1907. The installation of electricity rendered the tunnel both safe and clean.

Once before the electrical engines were used to pull trains through the tunnel a part of a train was left in



CAR FERRY ASHTABULA

lights when a big storm was blowing in shore."

The U. S. Government has a Coast Guard Station above Port Huron under Captain Hodge. As the Government is having several new Coast Guard launches built Port Huron Station hopes that it will be provided with one.

Chapter Six. Tunnels

The tunnel under the St. Clair River at Port Huron connecting Sarnia and Port Huron by rail was built by the Grand Trunk Railway in 1889-1890. It cost \$2,700,000 and is 6,025 feet long. The grade is one in fifty.

the tunnel and volunteers were called for to go to the relief of people on the train. Several offered and the train was rescued but not until many lives were lost including some of those who had gone to the rescue. Mr. Bathy husband of Lucy K. Waterloo a St. Clair girl, was among those who lost their lives in the accident.

It may be worthy of mention here to note that while it is not located in St. Clair River yet another tunnel was built on the banks of the St. Clair. This was the Michigan Central tunnel under Detroit River at Detroit, which was built in sections at the Great Lakes Yard just below the city

of St. Clair in East China Township. As each section was completed it was sealed at both ends and floated down to Detroit. There were ten sections in all. Section one was launched in September, 1907, and section two a little later in the same month. The first section was sunk to position on October 1, 1907. These sections were steel tubes 262 feet long and 23½ feet in diameter. They were placed in great wooden pontoons.

Chapter Seven

Ferry Boats On The River

A word concerning early day ferries across the three rivers which flow into St. Clair may not be amiss here. In 1822 James Fulton had a license to run a ferry across Pine river. The fare was 6½ cents for each person, man and horse 9 cents, horse and carriage one shilling. Two years later James Desnoyer had a license to ferry across Black river and the next year Louis Chortier had a license to ferry across Belle river.

While Nash and Ayrault in 1837 had obtained the first license to operate a ferry across St. Clair River at Port Huron, a man by the name of William Eveland had run a ferry at Port Huron four years previous. Subsequently Hitchcock and Malcolm Cameron, who founded Sarnia, had a scow and row boats as ferries. Later Orrin Davenport built a flat boat with two Indian ponies attached to a sweep which propelled the boat. He later built the "United" and then the ferries "Union" and "Sarnia" in 1859.

For a number of years the members of the Gallineau family maintained a row and sail boat ferry between the city of St. Clair and Courtright. This ferry left St. Clair at the slip just north of the Postoffice and landed at the Gallineau dock on the Canadian side. Members of the author's family have often timed the two masted

sail boat used by the Gallineaus as a ferry and found that in a brisk west wind she would cross in from three to eight or ten minutes, being in sight from the St. Clair slip all the time, six blocks back from the River.

Sail and row boats were in frequent use as ferries between St. Clair and Courtright until the Canada Southern Railroad was built through the latter town. With the building of the railroad on the Canadian side steam and gasoline launches were put on for ferries. Mr. Frank Currier now operates the "Mary C." and the "U and I" motor ferries between St. Clair and Courtright. This ferry often takes passengers out to the big freighters or takes them off without the big boat slaking up its speed.

A large boat designed as a car ferry was built at the Great Lakes Shipyard at St. Clair and launched June 23, 1906. This ferry was named the Ashtabula.

The latest craft to engage in the ferry business is the motor driven yacht "Onaway" owned by Dr. W. T. Hendrick of St. Clair which carries passengers to Stag Island from St. Clair and Port Huron at special times during the season.

Chapter Eight. The St. Clair Flats

The village of Algonac in the township of Clay may be called the head of the St. Clair Flats. This portion of the St. Clair River is aptly called the Venice of America. In November 1882 Albert Miller and Co. of Bay City, Michigan, bought 1400 acres of marsh land known as Point Tremble Prairie and built a dyke around the land at an expense of \$9,000. Two dredges were put on the job. The ditch is 32 feet wide and four and a half deep.

Small islands among the flats were taken possession of by squatters who built summer homes until there was a large floating population. The

children had no means of going to school so in 1903 a house on Esmeralda cut at Riverside was purchased and a school started with Miss Abigail Crampton of St. Clair as the first teacher. This Flats school was probably the only one where all the pupils attended in boats, some coming as far as four miles. At the close of school each day there were motor, sail and row boats waiting to take the

for years associated with the Flats region, was ardently opposed to the schooling of the Flats children but he had to give way to his fellow dwellers of the Flats who sought educational opportunities.

Joe Bedore's Invitation.
"Hello! my friends. An' how you find yourself?
All right? Dat's good. You ax what fetch me here?



JOHN K. SMITH, PIONEER OF ALGONAC

children home. In 1920 the School Board of the district voted to pay expense of sending the children of the district to Algonac and Point Tremble. The people of the Flats deserve credit for their efforts at securing educational advantages for their children. Joe Bedore, a Frenchman who has been

I come for feed. My place eez full o' folks.
Dem ceety folks, what feesh dis time o' year.
"Dey ketch much feesh? Don't ax me dat my friend.
Dat's not my beeziness to spile de fun.

Come on de Flats and sateesfy your self,
 I let you take my fishpole an' my gun.
 "You say nothing I send my boy wi' you
 He take my scow an'punt you troe de marsh.
 He's good for dat. He ketch you lot o' feesh—
 Nobody know—jes give him little cash.
 "Folks feesh dat way? Don't ax me dat, my friend.
 Come on de Flats an' stay ali night wid me.
 You hear de buli frog croak, de mu3 hen sing,
 You bring home plenty feesh. Come up an' see.

HULDA T. HOLLANDS.

A church with a white spire calls the people of the district to worship on Sunday. A grocery supplies them with the staple eatables and they find a never failing supply of fish from the River. The whole Flats section is a sportman's paradise. Ducks in season are very plentiful.

At the south end of the Flats lies the St. Clair Ship Canal. In 1834 it was decided to have the south channel deepened, later the idea was abandoned and it was not until 1866 that the Canal was started with John Brown as contractor. It was to be 20 feet deep and the total length of the dikes was 9,221 feet. The timber used in constructing the Canal was cut at St. Clair during the last days of the old Truesdail mills in that city. Mr. Eugene Smith had the contract for furnishing the logs during the years 1867-68-69 and '70. The logs were rafted down from Saginaw Bay to St. Clair where they were sawed into timber.

The second ship canal was opened in 1906. The total cost of both canals was \$1,181,301.

The Lake St. Clair Fishing and Shooting Club has spent \$80,000 in the Flats and in connection with their investment there has been litigation since 1895 concerning the ownership of the land comprising the Flats. A recent decision has been handed down which says that the land belongs to the State of Michigan but that squatters and others may lease it for use as their summer homes.

A curious feature about the Flats is that the residents have been paying



WESLEY TRUESDAIL

road taxes for years without so much as having a single foot of roadway. They petitioned the State recently to have the road tax collected from the section devoted to improving the various channels in the district. A decision is pending.



"AUNT" EMILY WARD, PIONEER OF MARINE CITY

Chapter Nine.

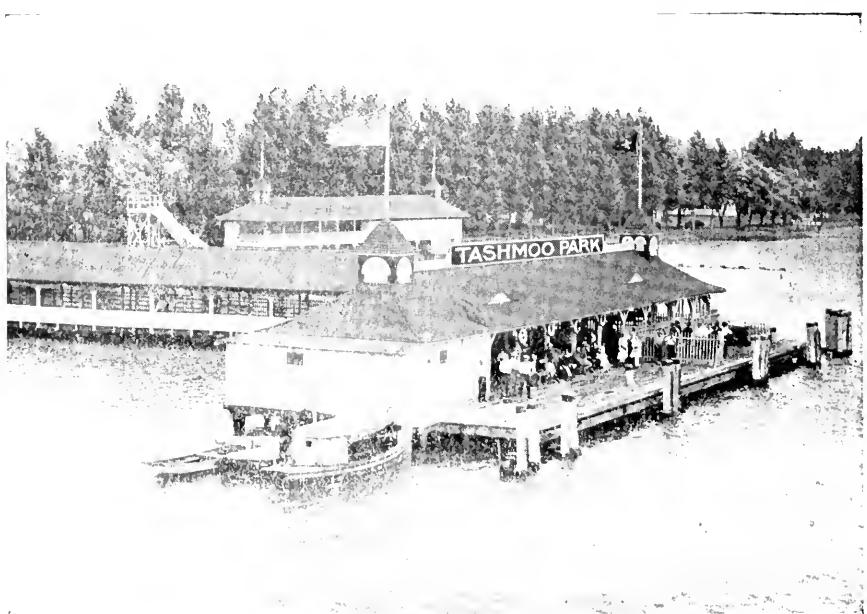
Recreation for the People

Pine Grove Park at the head of St. Clair River in Port Huron is a very pleasant place. There is a large pavilion, seats and swings as well as, other park equipment. Band concerts are given there during the summer and especially on Sunday may be seen large crowds of men, women and children enjoying the Park.

South Park, the southern part of Port Huron, has a small but very attrac-

there in 1920 to be used each year for a municipal Christmas tree. Back from the River in the Park is to be found plentiful shade and on the west side of the Park stands the St. Clair City Hall built in 1858 for the County Court House, which purpose it served while the county seat was located at St. Clair.

Marine City has a park and the streets ends abutting on the River are very nicely kept. Algonac's River front is an attractive spot. Formerly



TASHMOO PARK

tractive park with lots of shade and an old bear hut that was formerly occupied by a bear.

Matysville, the Dream City, has extensive plans for the recreation of its people.

At St. Clair is beautiful Palmer Park extending to the water's edge. This pleasure spot has a large flag pole, a drinking fountain, elm trees, old cannon and cannon balls and a large spruce tree which was planted

there was a fine hotel at Grand Point below Algonac but it burned.

Tashmoo Park, about forty acres of land on Barsen's Island is the big playground for the River folk and thousands flock there on the Star Line steamers Tashmoo, Wauketa, Greyhound and Owana. Detroit people by the thousand in summer time visit this spot, the boat schedule being such that the trip can be made from Detroit and back conveniently in a



STEAMER TASHMOO

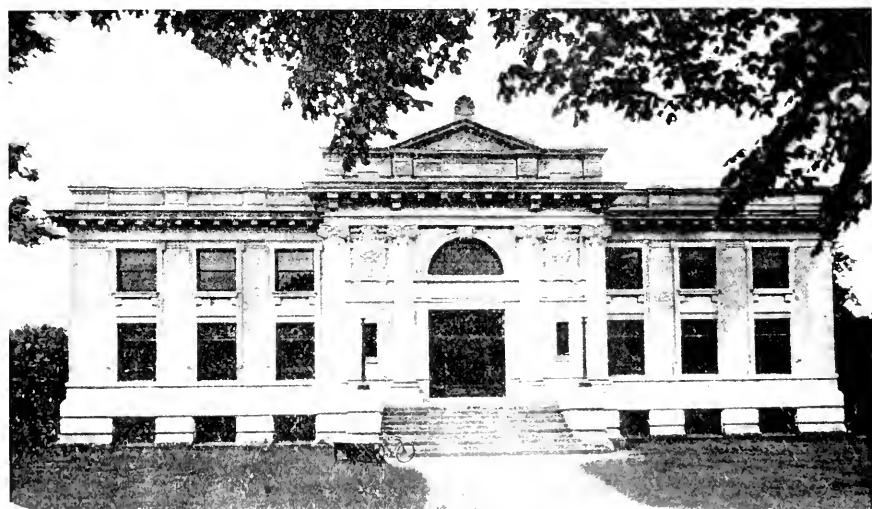
single day Indians have booths with numerous Indian articles for sale in the park and there is a pavilion for dancing. There are also swings, seats and all sorts of equipment for amusement. Safe bathing is found along the shore and many enjoy a cool dip there on a hot summer's day.

Below Tashmoo on the River are the resorts of Joe Bedore, Forester's landing, Idle Hour, Marshland and Star Island.

One who has not made the voyage

Marysville and St. Clair. They have lately made numerous and extensive improvements.

Stag Island, now owned by the Fraternal Fellowship Association, composed of members of the Masons, Knights of Pythias and the Odd Fellows, is being made into a fine resort for the members of the Association. The Island has been platted and the lots sold. It is expected that a large number of cottages will be built there shortly.



PORt HURON PUBLIC LIBRARY

from Port Huron to Detroit on one of the River steamers has missed a rare treat.

Near the Fort Gratiot Lighthouse is the farm which was the boyhood home of Thomas A. Edison, now Edison Beach.

For years the steamer Conger has made the trip down the St. Clair River from Port Huron and the other River towns to Wallaceburg near the winding Sny Carte.

The St. Clair River Country Club have large and beautiful grounds on the west bank of the River between

Chapter Ten

The St. Clair River in War.

During the Revolutionary War men were engaged in cutting the timber from the land where the city of St. Clair is now located. Patrick Sinclair had men logging here for seventeen years but they probably knew little of the War.

In the War of 1812 St. Clair River was more or less affected. Fort Mackinaw had been captured by Gen. Hull who later surrendered Detroit to his Fristing disgrace. In 1813 a little fleet was organized on Lake Erie and

we are all familiar with the victory of Commodore Oliver Perry (a relative of Thomas Perry publisher of the St. Clair Whig,) Peace was signed Dec. 24th, 1814. The boats engaged on Lake Erie in the battle above referred to were later raised and formed a fleet of freight vessels on the lakes and rivers.

The Patriot War, 1837-38, was between patriots who hoped to make Canada a republic and the loyal British subjects and so many Americans took the part of the patriots that it nearly brought on war between U. S. and England. The St. Clair River was the scene of an exciting chase thus described by Isaac Clarke, who lived on the St. Clair River, owned a store and had helped build some of the first houses in this section: "One morning in July 1838 I had business on the Canadian side of the St. Clair River. I took my brother's old red canoe and paddled up the River about three miles. After transacting my business on the return home I noticed unusual excitement down the Canadian shore. I saw a small sized sloop very close to the American shore. The wind changed and blew the sloop down stream. The Canadians began to fire muskets at the Patriot vessel, for such it was. I followed at a safe distance. Just as I landed at my brother's water dock, Capt. Clarke, T. McIntire and Mr. March came running from the house and we hastened down where the sloop had come ashore. The Canadians and Indians had crossed the River and were landing just below the sloop. The Patriots had gone on shore and were concealed with their guns waiting for the Canadians to land. Captain Clarke who was a justice of the peace, advanced to the Patriots and commanded them in the name of the United States to lay down their guns. This of course they were loth to do but the command

and was imperative. One of the Patriot men aimed his gun at Capt. Clarke but the Patriot leader, Capt. Gard shouted 'For God's sake don't shoot! That is Captain Clarke.' The guns were lowered and surrendered. The Patriots ran through the woods pursued by the Canadians. Some of the former ran up to the home of Capt. Clarke and asked his wife where they could hide. She replied "Run to the woods" "But there are men there." She answered them that those men were the farm hands and would not harm them. Our doughy captain then ran across the fields to intercept the Canadians who commanded the return to Canada. The Indians had been promised a part of the spoils of war and were determined to carry away the guns. They were told by Capt. Clarke that the surrendered guns were the property of Uncle Sam and not to lay a hand on them.

The baffled Canadians and Indians returned in their boats to Canada empty handed. The guns were taken to the farm home and stored in a long red building used for grain, wool, etc, while the upper story was used as sleeping apartments for the hired help. An old Scotchman was left to guard the guns at night. About midnight he became timid and went for someone to watch with him. During his short absence a Patriot climbed into the back window and handed out the guns to his companions.

On the sloop were found two prisoners, one a Mr. Ward. The sloop was seized as United States property and taken to Detroit.

The following receipt issued shortly after the seizure may be of interest here. "Received from Colonel John Clarke, a magistrate residing in the state of Michigan, the following articles which were taken from a sloop belonging to the Rebel Bowerson,

eight bbls. of flour, one of these partly damaged. Ten Bags of Oats, said to contain $1\frac{1}{2}$ bushels each. Two shovels. One bake oven, about six yards of duck, Three Knives, One Tea Kettle, One Gunthorn, twenty-seven spoons.

W. M. Wright, Lieutenant-Col. Com. Moore Militia, Township of Moore River St. Clair, Upper Canada, 2 July, 1838."

In January of 1838, six months preceding the incident above related Capt. Eber Ward while standing on the dock at Newport (now Marine City) saw a company of Patriots about 40 or 50 in number march up the River on the Canadian side a short distance to the store of Mr. Gurd which they plundered carrying away all they could.

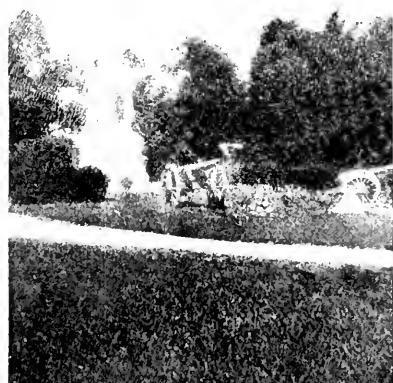
The Caroline was taken by the Canadians from the Patriots, set on fire and sent over Niagara Falls.

The Patriots were finally quelled and their cause lost by loyalists under Col. Price who lived at Sandwich below Detroit on the Canadian side of the River.

In the Mexican War, April 1846 to September 1847, St. Clair County furnished one company of infantry, all volunteers. Capt. Buel was in command. Among those from St. Clair were Noah Farrington, D. Harris, H. Cook, a sergeant in Company B. Cook died in Mexico. His name was placed on the tombstone of the family in the cemetery at St. Clair. A supper was given to the soldiers of the Mexican War at St. Clair on Nov. 9 1847. Speeches were made by Marcus Miles and Judge Copeland, the first president of St. Clair village in 1850. Daniel Harris is buried in Rose Hill Cemetery near St. Clair.

The Civil War, 1861-65, called 2,581 St. Clair men. These nearly all went down the St. Clair River as that was the method of travel in those stirring days. At one time it was feared the towns on the River would be raided

from Canada by sympathizers with the South. The Knights of the Golden Circle was organized in Port Huron by enemies of the North. The Brady Guards from Detroit were sent to the St. Clair River as protection. The horse that Phil Sheridan rode on his famous ride was from St. Clair County. The horse was named John but was called the Leonard Colt. It was sold by A. P. Sexton for \$90.00 to Russell Leonard. The horse was brought to



SOLDIERS' MONUMENT, PORT HURON

Port Huron for Colonel Campbell who paid \$175 for it.

The following is taken from the Chicago American of Oct. 25, 1841: "Runaway. From subscriber at Birmingham, Mo., a negro man named Philip, about 35 years of age. There is a white spot in or near the pupil of his left eye, and a scar on the hinder side of his left arm ranging from the armpit to the elbow, and his three

last fingers of the left hand fixed half bent turned inward, from the effect of the wound. I will pay as a reward \$150 to any person who may apprehend and deliver him. James H. Needer."

The Northern people sympathized with the slaves, hence the Underground Railroad with no track, no coaches, no engine nevertheless many slaves were through its agency helped across the Detroit and St. Clair Rivers to freedom. Here is a sample of the bulletins used in connection with this "railroad."

"Stockholders of the Underground R. R. Company hold on to your stock

The market has an upward tendency By the express train which arrived this morning at 3 o'clock, fifteen thousand dollars worth of human merchandise, consisting of twenty-nine able-bodied men and women, fresh and sound, from the Carolina and Kentucky plantations, have arrived safe at the depot on the other side, where all our sympathizing colonization friends may have an opportunity of expressing their sympathy by bringing forward donations of ploughs, etc., farming utensils, pick axes and hoes, and not old clothes, as these emigrants all can till the soil. N. B. -- Stockholders don't forget, the meeting to-day at 2 o'clock at the ferry on the Canada side. All persons desiring to take stock in this prosperous company, be sure to be on hand. By Order of the Board of Directors. Detroit, April 19, 1853."

The Spanish-American War in 1898 took three companies from St. Clair County. Five men died of fever in the South before they marched to the seat of the War. One of these Eliba Boynton, a student of the University of Michigan, is buried in the cemetery at St. Clair.

In the Great World War, April 6, '17 to Nov. 11th, 1918, St. Clair County

furnished her share of men whose record has been kept by the D. A. R. in Port Huron and St. Clair as well as by the State. The St. Clair River was patrolled by Government boats some of which had been tendered by owners of private yachts, among them being a yacht owned by Mr. Fleischmann. These yachts were painted gray, carried cannon and crews of about eleven men. During their leisure hours these Jackies were entertained in the homes of the River towns. The following song was written for them and sung by them in one of the homes on a Sunday afternoon:—

"The Jackies are with us, Hurrah,
Hurrah,
The Jackies are with us, Hurrah,
Hurrah,
They're brave young fellows, we're
glad they are here,
Give them the glad hand and words
of good cheer,
When we lie down on our beds to
sleep
The Jackies are watching, out o
the deep,
To ward off danger by treacherou
foe,
Through the night, the big freigh
ers safely go.
The Jackies are with us, hurrah,
hurrah,
The Jackies are with us, hurrah,
hurrah,
They're brave young fellows, we're
glad they are here,
When comes duty's call, they are
ever near,
Our St. Clair River, these jackies
patrol,
If the waves are calm or the billows
roll,
They know not danger, they have
not a fear,
Then here's to the jackies, cheer
upon cheer."
Tune: "The Campbells Are Coming."
While our boys were in France or

elsewhere in service these young men from New York, New Jersey and Colorado were here on the St. Clair River.

The strangest sight on the St. Clair River in the World War were camouflaged boats passing down the River. These boats were painted various colors with zig zag lines and splashes of paint so they would not be so plainly seen. Some of these were built up the Lake and passed down on their way to lower ports.

At Marine City many sub-chasers were built. These tugs according to Sidney C. McLouth, their builder, "were 150ft-O" long by thirty foot beam by seventeen foot molded depth equipped with two scotch boilers allowed 180 pounds of steam and a triple expansion engine and everything to make them the most modern and serviceable that could be constructed. When the armistice was signed, three of these boats were well under way, a short time afterward, the order for six of them was cancelled and when the three were very nearly completed they were cancelled. They are still lying in this harbor and are the property of the United States Government. Just what disposition will be made of them is hard to say. They were to have been taken to France for use in the harbors and mine laying and mine sweeping. They were unusually seaworthy boats and would have been a boat that would have went out in any weather with safety."

During the World War the ferry boats plying on the River were closely watched and all passengers on large boats as well as on the ferries were examined when they entered the country. All the ports were closely watched to prevent men from evading the draft. Any suspicious person was not allowed to land and quite a number were turned back.

An attempt had been made by Kar-

lschmidt to blow up the St. Clair Tunnel at Port Huron so all places of importance were closely guarded. At times Mr. Henry Ford's Eagles would come up the River on trial trips to Lake Huron. The big freighters put forth every effort to carry flour and other goods needed by the U. S.

Owing to the proximity of Selfridge Field at Mt. Clemens, airplanes were frequently flying over the St. Clair River district, sometimes as many as eight being in sight at once and once a hydroplane flew along the River.

Such a gala day will never be known as St. Clair River witnessed on the day of the announcement of the Armistice. First on Nov. 7 which was premature, then at two o'clock A. M. of the 11th bells rang, whistles blew and by nine o'clock the townspeople were wild with excitement and joy.

The reconstruction period has been hard on the River as only a small per cent of the freighters are out this year and business of all kinds is depressed but these conditions cannot last forever and we hope soon for better times.

Chapter Eleven. Navigation The Era of Sail Vessels

As before mentioned the Griffin was the first sail vessel to pass up the St. Clair River in 1679. In 1765 when Patrick Sinclair was cutting logs at St. Clair there were two sail vessels the "Wellcome," and the "Yandot," traveling between St. Clair and Detroit. In 1812 the sloop "Friends Good Will" built by Oliver Williams passed up the River. She was later captured by the British and her name changed to "Little Belt." She was recaptured by Com. Perry in the battle of Lake Erie. In June 1814 the U. S. sloops Niagara, and Lawrence carrying 20 guns each passed up the River on their way to attack English vessels on Lake Huron.

In 1818 the first sail vessel was built in St. Clair County, the "Split Log," 34 feet long and 9 wide. It could carry 34 tons and was intended for the use of the Government. It was built at Fort Gratiot.

In 1824 Samuel Ward of Newport (now Marine City) built the "St. Clair" the first of a large number of boats built by the Wards who were for years leading shipbuilders of the County.

The first vessel to be built at St. Clair was the "Grand Turk" sailed by Capt. Alex St. Bernard. Mr. Wey-

steam tugs in the early '60's most of the vessels were towed through the River.

Sometimes a single tug would have four, six and even eight vessels in tow at one time.

Mr. F. W. Baby states that the following Tow Boats were running on the river during the years from 1860 to 1865. The sidewheelers J. D. Morton, Gore, Bay City, and Magnet. The following Tug Boats were running:—

John Martin, Hamilton Morton, Quayle, Crusader, Gladiator, Sweepstakes, Mocking Bird, Stranger, Hector,



TUG CHAMPION TOWING EIGHT VESSELS THROUGH ST. CLAIR RIVER

Iey Truesdail built the "Goliath" of 279 tons in 1846.

At an early date many sailing ships passed up and down the River, on their way to or from Chicago. As early as 1836 and 1839 grain shipments by boat from Chicago had begun. There were no docks at Chicago in those days and freight and passengers were taken on or off by means of canoes.

From this time on vessels of all sorts and kinds were seen on the River. They could make good time through the River if the wind was good but after the appearance of the

Brockway, E. M. Peck, Belize, Prindiville, B. B. Jones, Mayflower, J. E. Eagle, M. L. Mills, Champion, Anna Dobbins, Constitution, John Owen, Torrent, Oswego, Bob Anderson, M. Love, M. Grandy, L.L. Lamb, Winslow Tawas Reindeer, Pilot, John Lathrop, Young America, Armstrong, Lyon, Satalite, Howard, Eclipse, Sampson, Niagara, Wales, Vulcan, Merrick, Burnside, Dispatch, Geo. N. Brady, Zonave, Music, Frank Moffat, Red Eric, T. D. Dole, Kate Moffat, Geo. B. McClellan, Swain.

During the sailing days on the River as high as fifty vessels would be in

sight at once, slopes brigs, schooners and barques carrying grain, cordwood, lumber, posts ties, tanbark, and other freight. About 1860 the largest load of grain was 20,000 bushels. Today this would seem a small amount.

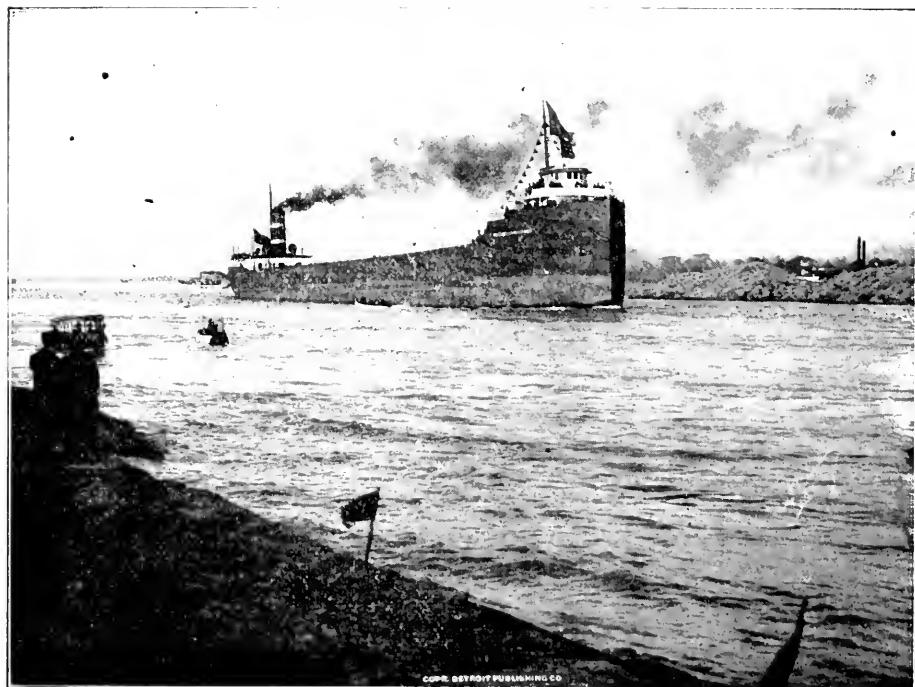
Freighters.

The Trader was the first steamboat built on the Great Lakes in 1865. She could carry 125,000 feet of lumber

Interlake Steamship Co. 49 steamers, 2 barges. Flagship, H. G. Dalton. Smokestack black with one red band.

M. A. Hanna & Co. 29 steamers, 1 tow barge. Flagship, Midvale. Black smokestack with large white star with red "H" superimposed.

Great Lakes Ship Co. 20 steamers, Flagship, H. S. Wilkinson. Smokestack black with bronze band.



A MODERN FREIGHTER

The second ship was the Superior. From then on there have been many freighters built in the County which will be taken up under the industry on the River.

"By their smokestacks you may know them," is said of the freighters at present plying the St. Clair River. They are as follows: Pittsburg Co. 79 steamers, flagship James A. Farrel. 21 tow barges. Smokestacks all aluminum with black top.

Hutchinson Co. 21 steamers. Flagship, Charles Hutchinson. Black stack with white "H" on each side.

Tomlinson Co. 18 steamers; flagship, M. E. Farr. Iron Ore colored stack with two aluminum bands.

Cleveland-Cliff Line, 23 steamers, 1 tow barge. Flagship, William G. Mather. Black stack with red "C" on each side.

Wilson Transit Co. 9 steamers, flag-

ship, General Garretson. Black stack with white "W".

Shenango Steamship Co. 5 steamers Flagship, W. P. Snyder, Jr. Black smokestack with three colored letter S's woven together.

Postal Steamship Co. Flagship, John J. Barlum Black stack with aluminum band.

Becker Line, 8 steamers. Flagship Alex Thompson. Black stack with white "B."

Jones & Laughlin Line. Flagship, Willis L. King. Black stack with Colored "J&L."

Valley Steamship Co. 8 steamers.

American Steamship Co., (Boland and Cornelius) 12 steamers. Flagship Harry Yates. Red stack with two aluminum bands, have just installed wireless.

Brown transit Co. 4 steamers, Flagship, Harry H. Brown Dark red stack.

W. R. Richardson Steamship Co. 12 steamers. Flagship H. M. Hanna, strongest boat on the Lakes. Black stack.

Great Lakes Transit Co. 21 steamers Black stack with red band. Package freighters.

Herbert K. Oakes Steamship Co. 3 steamers. Flagship Emily L. Ford. Black stack with white "F".

Bradley Transportation Co. 3 steamers. Flagship, Carl Bradley. Black stack.

Calcite Transportation Co. 2 self loading steamers. Black stack with white "L".

The Imperial Oil boats. 2 steamers. Flagship, Cohen.

A. T. Kinney Steamship Co. 4 steamers. Flagship, A. T. Kinney. Black stack with white "K".

McLouth boats of Marine City. 6 steamers, 2 barges. Flagship, Samuel Mitchell, black stack with red "M". Other boats of line have black stack.

The largest boat on the Lakes is the Grant Morden, Canadian steamer

carrying grain and coal. Has black stack with yellow, white and yellow bands.

John Mitchell Steamship Co. 4 steamers. Flagship, Fred H. Goodyear. Black stack with bright red band in middle.

Pringle Barge Line, 2 tugs, 5 barges Reiss Steamship Co. 7 steamers. Flagship Peter Reiss. Black stack with white "R".

Wyandotte Transportation Co. carrying stone and coal. Self-loaders. 4 boats with black stack and red Indian with bow and arrow.

D. Sullivan & Co. 7 steamers. Flagship W. H. Wolf. Black stack

Steinberger Steamship Co. 4 steamers. Flagship Mathew Andrews. Black stack.

Reid wrecking Co. Port Huron, tugs, dredges, sand-suckers, black stack with aluminum band.

Jenkins Steamship Co. 4 steamers. black stack with aluminum band, bearing black letter "J."

The "Argo" has a white 'A' on a black stack, Stack also has one Aluminum band.

Brown and Co. 2 boats. Black stack with white "B."

Before the Erie Huron R. R. was built on the Canadian side of the River, a small passenger boat the "J. P. Clarke" ran up and down the Canada shore.

The Brier Hills S. S. Co. Black Stack with white emblem with Quality above Service below. Mentor, Ohio.

There are four "whalebacks" or "Pigs" on the Lakes, three being owned by the Pittsburg Steamship Co.

J. C. Garey of Saginaw has a lumber barge, the "Omegaw."

Before the Great World War there was a line of Canadian steamers carrying ties from Port Arthur to Court-right. They were the "Turret Crown," "Turret Chief," "Turret Court," so named from the pilot house being

built like a turret. They were taken to the ocean during the war. There are also on the Canadian side steamers built in Clyde, Scotland.

There are 38 captains living in St. Clair.

Owing to the reconstruction period since the World War not nearly all the American boats are out this season (1921).

The largest cargo of coal in May 1921 from Buffalo was 12,722 net tons carried by the steamer C. L. Hutchinson. The J. C. Morse carried 12,000 tons.

Corn is being shipped through the Lakes and Rivers from Chicago to Buffalo for Germany. More corn has been shipped the past month than for years at a rate on one and three quarters cents.

Passenger Boats.

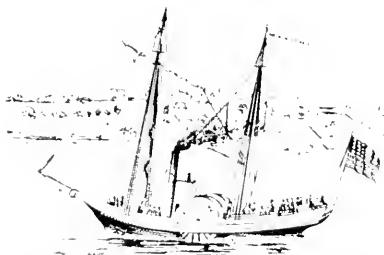
The first steamboat to carry passengers which passed up the River was the side wheeled "Walk-In-The-Water" in the summer of 1819. She had been built at Black Rock near Buffalo the previous year. Mr. Joseph Brown, father of Capt. Wesley Brown worked

in the interest of the American Fur Co. Several passengers made the trip, among them Mr. and Mrs. Davis and their six year old daughter Elmira who was born on the banks of the St. Clair River and was the grandmother of Mrs. Susie Fox Thompson of St. Clair.

The Walk-In-The-Water ran as a



DR. JUSTINE RICE, EARLY PIONEER ON THE RIVER



THE WALK-IN-THE-WATER, FIRST PASSENGER STEAMER TO SAIL UP ST. CLAIR RIVER

helping build her when a lad. She was launched May 28th, 1818. The boat was 342 tons burthen and had a low pressure engine. She made the trip to Mackinaw and Green Bay, 1819,

passenger boat between Detroit and Buffalo. Mr. and Mrs. Thomas Palmer, for whom Palmer village (now St. Clair City) was named were on their wedding trip in November, 1821 when the boat struck a rock in entering Buffalo Harbor and was wrecked. No lives were lost but her brief career was ended. The boat was 135 feet long, 32 feet beam and 8.5 feet deep. The following description of her is interesting: "Captain Job Fish piloted the new steamer on her first regular trip. She left Buffalo August 23rd, 1818, and August 27th, wheezed up to the dock at the foot of Bates St. Detroit. Her arrival was a big event in that city and the strange craft was

inspected by hundreds. The old dyed-in-the-wool sailors sniffed their noses at her and turned their eyes to the passing schooners."

An eastern paper thus describes her trip "The scene presented when the boat was ascending the Niagara from Black Rock was picturesque. The primitive steamboat struggled with the rapid current aided by several yokes of oxen on the beach tugging at the end of a long tow line."

The first regular passenger boat to run between Detroit and Desmond (now Port Huron) was the "Argo" in 1830 owned and commanded by Capt Burtis. She was 42 feet by 9 feet wide and 2½ feet deep.

In the summer of 1835 there appeared on the River the side wheeled steamer General Gratiot with Capt. John Clarke in command and owned by River Capital. The General Brady, commanded by Capt. Burtiss, came on the route and the boats ran on alternate days from Sarnia, Ontario, and Desmond (now Port Huron), Palmer (now St. Clair), Newport (now Marri City) and Algonac to Detroit. All river boats and some lake boats stopped at Capt. Clarke's dock in East China to load cord wood for fuel. In riding on the River now one sees at intervals decaying spiles which were docks for loading cordwood on both sides of the River.

Captain John Clarke took up 200 acres of land on the River and the old home is still standing. He kept a large drove of pigs and the steward of the General Gratiot saved the swill from the steamer for them. When the Gratiot blew her whistle the pigs would rush for the wharf. When, however, the General Brady whistled for the wharf the pigs made no move. A passenger on the Gratiot saw the pigs and being told of the incident of their coming for one boat and paying no attention to the other, wrote an

article for a Philadelphia paper entitled "Capt. Clarke's Learned Pigs."

After Capt. John Clarke had left the steamer Gratiot and settled down to run his big farm, one day a steamboat coming down the River stopped at his dock in East China. The captain of the steamer sent for Capt. Clarke and upon his arrival told him they had had a bad storm on Lake Huron and the boat had run into something which stove a hole in her bow so



CAPTAIN JOHN CLARKE

he had been on watch for many hours and had to keep the pumps going to keep the boat afloat. Would Capt. Clarke help him out and take the steamer to Detroit? Capt. Clarke went down in the hold to examine the hole. Then went up to the house, down cellar to the pork barrel where he fished out a big slab of salt pork. Taking it down to the wharf he showed the men how to wedge it firmly into the hole. After the boat was bailed out Clarke took command of the steamer bound for Detroit, his daughter Eme-line accompanying him. In the mean-

time the captain of the steamer went to his stateroom for his needed rest. The boat reached its destination safely but Captain Clarke did not hear the last of his pork barrel for some time.

The following extract is from a letter written by John L. Agents of St. Clair in 1835. "Early in the month of May, 1835, I left New York, accompanied by my hound dog, destined for Capt. John Clarke's dock in China on the St. Clair River" reaching Detroit "I made inquiries and learned that the steamer General Gratiot left it nine o'clock for Desmond at the head of the St. Clair River and that it was the boat I wanted to go on. By the way, there was a set of Generals, steamboat generals. There was the General Brady, General Jackson General Macomb, and General Gratiot, all high pressure boats at that time. I started with my dog on board the Gratiot for Capt. John Clarke's dock in China. Soon after leaving the dock the cabin boy started his round over the boat ringing a bell and carrying out "All those passengers that have not paid their fare please step to the Captain's office and settle." The fare from Detroit to Desmond (now Port Huron) was two dollars and fifty cents. We crossed Lake St. Clair and came up the north channel by the way of Point du chene below Algonac. About eight o'clock we landed at Clarke's dock where I and my dog left the Gratiot being seventeen days and a half from New York."

Some ninety years ago little Emeline Clarke and a little girl friend were playing in a vacant house on the River bank belonging to her father. The family who had moved out left a child's wooden cradle and some clothes in the basement. The little girls made a large rag doll, laid it in the cradle and set it afloat on the St. Clair River. The steamer Gratiot

was rounding Recor's Point with her father, Capt. John Clarke, in command. A call rang out "child in cradle in the River." The steamer slowed down, a row boat put out to rescue the unfortunate child in the cradle. You may imagine the rest.

Another boat running on the River in 1836 was the Erie. Senator Thomas W. Palmer writes "I started from Detroit on the 17th of November, 1842, on the little steamer "Erie," the fastest and most attractive of the small lake steamers of the day. We had to break through the ice nearly all the way on Lake St. Clair but were landed although late, safely at our port. The Erie went on to Port Huron and returned the next day and having the same experience with the ice as she had the day before was sunk at the mouth of the Clinton river. All the passengers got safely ashore on the ice."

Captain Samuel Ward placed the Huron on the River route in 1940 with Capt. E. B. Ward in command. The Huron was built at Marine City (then Newport) in 1839 and was owned by Samuel Ward. She was of 149 tons. She ran between Port Huron (Desmond) and Detroit from 1839 to 1842 and was then replaced on the route by the steamer Champion. In 1843 the machinery of the Huron was placed in the steamer Franklin Moore. It is said the Huron earned for the Wards on five trips to Buffalo and return \$15,000. Firemen in those days were paid \$14 a month, deck hands \$8 and \$10 a month. While the Huron was running to Buffalo the United Passenger lines paid the Wards \$15,000 to take the boat off the route and to keep all Ward boats off that division.

In 1841 Captain E. B. Ward sent from Cleveland to Chicago 80 tons of coal on their boats. But it did not pay as it took them two years to sell it as

all wanted to burn wood in those days

The following is from Chicago American in 1839:—“Distance in these days should be measured by hours, not miles. Cleveland to Chicago by lakes and rivers 84 hours. From Cleveland to Chicago one may travel in a good steamboat in four days.” And this from the same paper of August 13, 1840:—Rapid traveling. We understand one of our merchants in Chicago reached New York in six days. He took steamer to Buffalo, then railroad and steamer to Lewiston and Syracuse, then railroad to Albany and

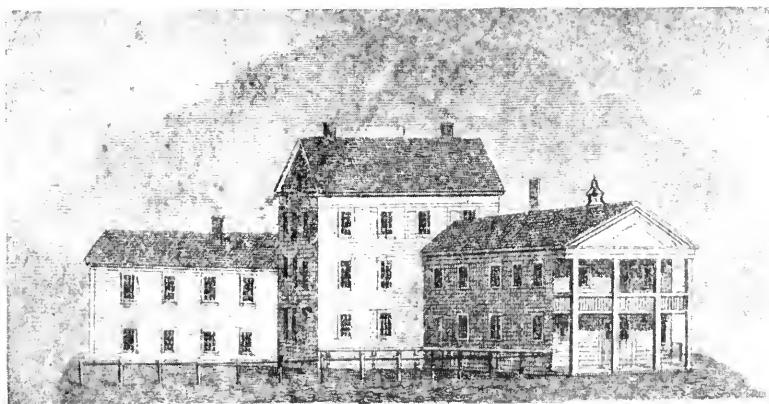
Here is an extract from a letter written from Brown's Hotel, St. Clair, by Mrs. Henry L. Elsworth of LaFayette, Indiana to her sister, Miss Bartlett of Guilford, Conn.

“Brown's Hotel, St. Clair,

July 1st, 1855

On Friday had a carriage ride from Port Huron to St. Clair—delightful trip the whole distance along the bank of the beautiful St. Clair, the river of the clear water, transparent, bright and cold.

“Flowing from the northern deep lakes it never warms and is too cold



BROWN'S HOTEL, ST. CLAIR.

steamer to New York without delay. This is indeed rapid traveling. Six days from Chicago to New York. Only think of it.” Read this also from the Chicago paper of August 12th, 1840:—“Great Expedition. We understand that goods were received at the warehouse of Bristot and Porter by steamer Madison in 12 days from New York, shipped by the New York and Ohio Line on the Canal. Then from Buffalo on the Madison.”

The Andrew Jackson, Lady of the Lake and Major Jack Downing were put on the River after the Huron. Also the Franklin Moore, Ruby, Dove, Marine City and others.

for bathing. On Saturday, July 1st, the Detroit steamers from Port Huron are an hour earlier than usual. These boats are racing, running in opposition fare only 25 cents sometimes passage offered free.

“The weather has been terribly hot for the last three days, yet this is a most pleasant region in summer—rather bleak, I guess, in winter. Lands around not much cleared, but where they are cleared, produce fine crops. The soil is very productive fruits and flowers abundant, strawberries excellent common practice for one mortal to eat a quart of them.”

A little later there appeared on the

River the Anchor line of boats, the finest of that time. These were the India, China, Japan and Nyack. They ran between Buffalo and Chicago and did not stop at the River towns, although on July 4th, 1879 the Nyack did stop at the dock where Palmer Park now is to take on board Misses Abbie Pearce and Emma Jenks who were bound for Chicago.

The St. Clair Republican of Oct. 21st, 1873 announces "Half fare on the splendid steamer Milton D. Ward daily Capt. Woodruff leaves Brady's dock Detroit at 11:30 P. M. Star Line steamer fare \$1.00 (no opposition) leaving Port Huron Monday, Wednesday and Friday and Detroit Tuesday, Thursday and Saturday Steamer Carrie Blood, Capt. H. J. Gordon, from Algonac to Port Huron daily except Sunday. Steamer George Frost, Capt T. J. Rutledge, leaves Bissells wharf, Detroit, Tuesday, Thursday and Saturday at 9 A. M. and leaves St. Clair Monday, Wednesday and Saturday at Walker's dock, (now the Postoffice) at 7 A. M. G. C. Walker agent." The steamer Jerome was running on the Canadian shore. Later the J. P. Clarke ran on that route.

June 26th, 1880, the boat Oscoda passed down the St. Clair River with a Garfield and Arthur flag at mast and stopped at St. Clair, which is the oldest town on the St. Clair River and the County seat for over fifty years. That year the population was 1902, having lost 100 in ten years.

In 1894-95 there appeared two fine new passenger boats on the River, the Northwest and the Northland. Capt. Wesley C. Brown was master of the former for one year and then of the Northland for six years. Capt. John Hartman was master of the Northland in 1902. He writes the following account of his life, which had been asked for by a leading Marine magazine "I was born in St. Clair February

17 1864. ***** In the spring of 1902 the height of my ambition had been reached when I was informed that I was to command the steamship Northland. I at once accepted the appointment, also during the years of 1903, 1904, 1905, 1906, 1907, 1908, 1909 I served in the same capacity, have also been reappointed to the same charge for 1910.

"My parents were poor and not able to clothe me properly for school so that at eight years of age I could read the First Reader but could not write with pen or pencil. On entering school I determined to progress as fast as possible, which fact soon became known to my teacher, Miss Emma Jenks, who did all in her power to assist me to gain the point I was striving for. In 1880 I sailed under Capt. Henry Fish for the first. I sailed three seasons with him." Both Capt. Brown and Capt. Hartman were St. Clair men.

The steamer Northland and Northwest were known as the Northern Steamship Co. The linen of the boats was woven by special order in Belfast, Ireland and cost \$17,000 for each boat. A picture of the boat was woven in the larger pieces of linen with the monogram of the Great Northern Road on the top and underneath the Northern Steamship Co. After the death of Mr. James Hill, the president of the line, the boats were sold to New York parties and plans are now made to scrap the Northland (The Northwest caught fire at Buffalo about 1914, but only the interior of the craft was destroyed.)

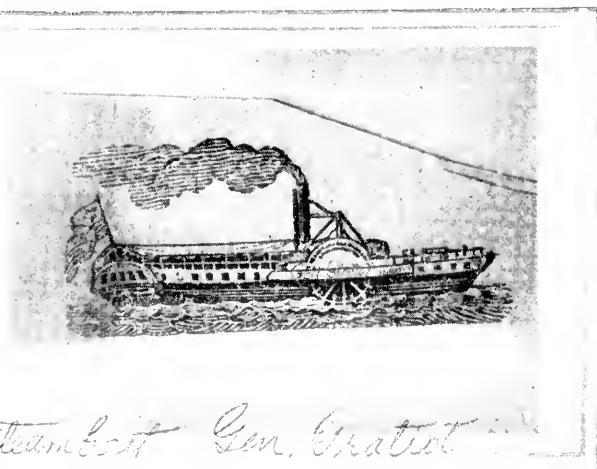
Many prominent men of U. S. and other countries were passengers on the Northland which was a popular boat as were both ships. Among the famous passengers of the Northland were John D. Rockefeller and family, Mark Twain, Ex-Governor Flower of New York, Philip Armour and others.

The Robert H. Jenks Lumber Co. of Cleveland chartered the Northland for a trip for the lumbermen of Ohio. On her trip she stopped at St. Clair and was visited by many St. Clair people.

On one of the trips of the Northland, Capt. Brown wired his daughter to have St. Clair young people gather on the lawn of Hon. Crocket McElroy, the girls to dress in white. This was done and when the Northland passed the great searchlight of the steamer was turned on the group making a beautiful picture which was the talk

trip from St. Clair to Detroit was only 50c then 40c and finally reduced to 25c in the desparate effort to hold trade.

Here is a list of the passenger steamers now plying the River. The Great Lakes Co. boats are Junita, Octorora and Tionesta. Detroit-Cleveland Navigation Company's steamers are City of Mackinaw II, City of Alpena II, City of St. Ignace; they also have the Cleveland-Buffalo boats which do not appear on the River. The Northern Navigation Co. (Canadian) have the Huronic, Noronic and Harmonic. The



STEAMER GENERAL GRATIOT

of the passengers all the trip.

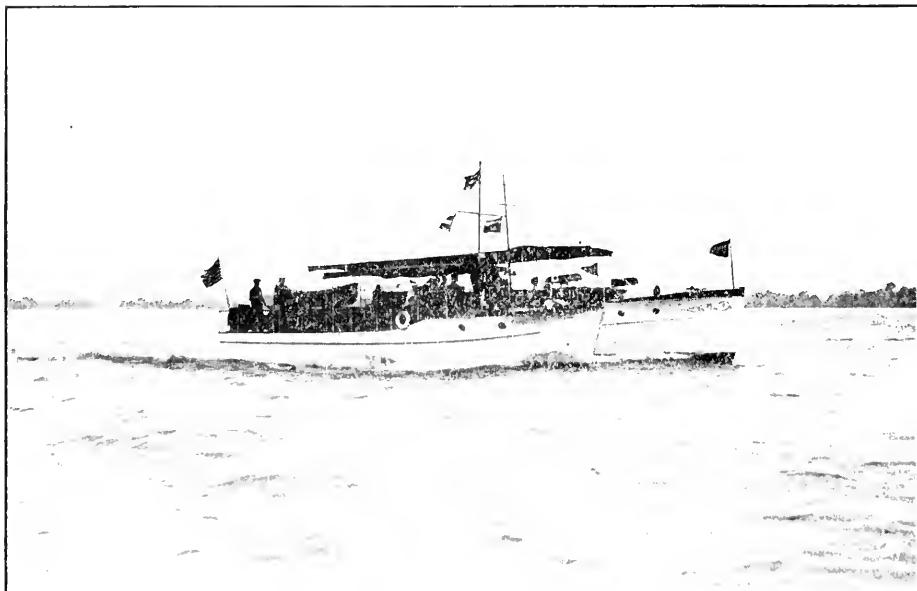
The fast screw propeller passenger boat "Unique" was launched at Marine City and placed on the River route May 6, 1895. She was built by the Hon. Crocket McElroy. The Unique would come from Detroit to St. Clair in three hours and twenty-five minutes and from Broadway, Marine City to St. Clair in thirty minutes. From the date of her appearance on the River there were lively times. Fares were reduced in the competition for trade so that at one time the round

North America and the South America are owned by the Chicago Duluth and Georgian Bay Transit Co. The Northern Steamship Co. besides the Northland and the Northwest have six freight carriers. The Star Line steamers are the Tashmoo, Owana, Wauketa, Greyhound and City of Toledo. These boats run between Toledo, Detroit, Sarnia (Ont.) and Port Huron and stop at all the intermediate River towns except Marysville which at present has no dock suitable for passenger traffic. The steamer Ta-

shmoo makes twenty-two miles an hour. Her captain, Burton S. Baker, was born and brought up in East China on the St. Clair River and attended the school taught by the writer.

Mr. James Rickleton who taught in the East China schoolhouse is perhaps the most widely traveled man in the United States. He has been employed by Underwood & Underwood of New York to photograph out of way places in jungles of Africa Persia and

State of Ohio; Capt. Willis McGregor, str. Henry B. Phipps; Capt. Matt Lightbody, City of Alpena; Capt. John Lightbody, str. City of Mackinaw; Capt. Chas. Huse, tug Gladiator; Capt. Fred Hoffman, str. Widner; Capt. Myron Chamberlin, str. Zeising; Capt. Myron Parsons, str. Albright; Capt. Thomas McIntire, str. Eight Ohio; Capt. Henry Slyfield, str. City of Mackinaw; Capt. Wesley C. Brown, str. Nordland; Capt. Will. Brown, str. Ow-



YACHTS ON THE ST. CLAIR RIVER

wherever there is the unknown for the use of the New York papers. At last accounts he was living a happy, hearty old age in East Orange, New Jersey.

It is interesting to note that there have been sixteen well known captains from East China. They are as follows: Capt. John Clarke, str. Gratiot; Capt. Burton S. Baker, str. Tashmoo; Capt. Phin Kenyon, str. Milton D. Ward; Capt. Sherwood Kenyon, str. H. B. Smith; Capt. Will Kenyon, str.

ana; Capt. John Brown.

The War steamer "Michigan," later the "Wolverine," was the first iron boat on the lakes.

The finest yacht now known is the Dodge yacht "Delphine" built at the Ecorse plant of the Great Lakes Engineering Works. She cost \$2,500,000 and is 274 feet over all. The boat was ordered by Mr. Horace Dodge before his death and has been completed since. The architect is Mr. Henry J. Gielow, a naval engineer of

much achievement having built over 600 boats and is now at work on the 639th ship. The Delphine has five decks, powerful engines and uses oil as fuel. She can carry enough oil to make a trip across the Atlantic and return. A crew of fifty-four is carried on board her. There is a music room with pipe organ and a beautiful dining room. The boat is fitted with all modern equipment of the very latest design. The Delphine came up the St. Clair River Wednesday evening, May 18th, and stopped at the dock of Mr. John Schlinkert who went on her to Harbor Beach on her trial trip at the invitation of Mr. Charles E. Baisley who was formerly of the Great Lakes Engineering Ship Yard at St. Clair.

During the summer many private yachts pass up and down the River but the Delphine is the finest one. Mr. Lyman Holmes' speed boat "Rom eo" is often seen on the River. She won two races in 1919 with a speed of 30 5-10 miles per hour.

"Not a passenger has been lost on any lake boat for ten years," was the report of R. J. McLean in Washington recently in support of the bill to amend the LaFollette Seaman's Act. Not a life has been lost on the Canadian side for fifteen years. Even off Saginaw Bay, thought to be one of the worst storm zones, no passenger has been drowned in fifteen years.

Boat building was commenced in St. Clair County in 1820 when Samuel Ward of Newport (now Marine City) built the "St. Clair." She was the first lake boat to pass through the Erie Canal and was under command of Samuel Ward. The "Grand Turk," was the first boat built at Palmer (now St. Clair) in 1821 built by Barber. The Ward Shipbuilding Company of Marine City was the largest in its day. Eber B. Ward was

one of the Company. In 1848 they built the "Pacific" at a cost of \$40,000. During twelve years they built many boats some side wheel passenger boats. Altogether there have been built at Marine City since 1824 some eighty-seven sail boats. There have been one hundred seven steamers not including tugs built at Marine City. Such well known passenger boats as the following have been constructed here:—Huron, 1839; Pearl, 1851; Wave, 1864; Marine City, 1866; Keweenaw and George S. Frost, 1868; Marion D. Ward; Coburn, 1870; Carrie H. Blood, 1871, which ran between Port Huron and Algonac; City of New Baltimore, 1875; Northern Belle, 1875; R. J. Gordon, 1881, a river boat; Mary 1882, the popular river boat which ran until the Rapid Railway was built in 1900; two tugs were built at Marine City the Mayflower in 1864 and the M. I. Miles in 1867.

In Port Huron from 1838 were built one hundred twenty-six sail vessels including the sloop Temperence 1838; the brig Robert Burns of 307 tons, 1848, which was the last full-rigged brig on the lakes. There was built at Port Huron from 1847 to 1903 forty six steamboats including the steamer America and the Eastland which overturned in Chicago river with much loss of life. Tugs were built at Port Huron as follows:—Ida S. Botsford, 1866; Frank Moffatt, 1869; Gladiator, 1871; Saginaw, 1873; Red Ribbon, 1877.

The Grank Turk was the first boat built at St. Clair. She was constructed in 1825, and her captain was Alexander St. Bernard. Twenty-eight sail vessels were built at St. Clair. From 1820 on there have been built on the St. Clair many boats of many kinds which are mentioned in the chapter on boats. Some of the best known shipyards on the River were the Jenkins Shipbuilding Co., Port Huron, Langell Shipyard, St. Clair, the Great Lakes

Engineering Shipbuilding Co. below St. Clair where many big freighters, the car ferry Ashtabula and the tubes for the Michigan Central Tunnel at Detroit were built.

Many boats have been built at Marine City and Algonac is known the Country over as the home of fast speed boats. Between 1866 and 1874 there were built in St. Clair County 335 boats with a tonnage of 86,027 tons. At this time there were five shipyards

was the first of these. Twenty-six steam boats have been built at Algonac including the steamer Philo Parsons, 1861, 221 tons, which was captured by Confederates in 1864 on Lake Erie.* The ferry Detroit and the tugs James E. Eagle, 1860, and C. W. Armstrong, 1864, were also built in Algonac.

Gar Wood and his 50-foot speed boat, Gar II, have placed Algonac on the U. S. map in his spectacular trip



SPEED-BOAT WITH SURF RIDER ST. CLAIR RIVER

in Port Huron, the largest being the Fitzgerald's yard. The Detroit and St. Clair Steamboat Company was organized in Port Huron April 15th 1833. The Wolverine Dry Dock erected in 1875 built several large vessels. Dunford and Alverson built some of the largest vessels on the lakes. Boat building has been carried on continuously on the River since 1820.

At Algonac from 1836 to 1897 there were built forty seven sail vessels. The George Hamilton built in 1836

from Miami, Florida to New York, racing against passenger train time. Owing to an accident Mr. Wood just lost the race. The train time was 42 hours, 30 minutes for 1480 miles. Mr. Wood is now after records on ocean trips. A new speed boat will be built for him by Chris Smith, the Miss America II. Neither money nor pains will be spared in her construction.

One of the most recently completed products of Chris Smith's boatbuilding industry is the hydroplane, "Miss

Chicago," built for the Chicago yacht club. Her first race was Peoria, Ill. on July 2, 1921.

Built at Marysville the propeller Peninsula, 1849; the barge City of Tawas 1864; steamer N. Mills, 1876. J. E. Mills 1883; eight sail vessels and one tug.

At Fort Gratiot were built 1818 to 1890 six sail vessels. The sloop Split Log built by the U. S. Government was the first.

East China furnished from the Henry Clay in 1844 to 1849 a total of eleven vessels. Cottreville beginning with the Avenger in 1845 produced eight vessels and steamer Undine, 1855. Harsens Island 1859-'60 was the scene of the building of two sail vessels. A sloop and a schooner were built in Clay township 1827-'63.

WHAT IS A WOLVERINE?

Some have asked "What is a wolverine?" Mr. Stanley Waterloo a former St. Clair man, thus describes it in his book "The Launching of a Man." "When white men first trod the forests of the lake surrounded state named Michigan, they found there a creature which interested them while it created something of a dread "Little Wolf" as the ignorant think is not the signification of "wolverine" but something of greater dignity, an embodiment of the terrible spirit of the wild life of prehistoric forests. Wonderful in its strength and courage, a tree climber on occasion, not immense of size but with limbs nearly as heavy and claws as great as those of a bear, with a muzzle almost hog-like but with great white fangs. The beast had a little of an element of the grotesque in its make-up, with its sweeping, bushy tail and broad bands of yellow-white upon its back and shoulders. Of all the continent, Michigan

was the chosen home of the wolverine so enduring, so courageous, his name became a synonym for pluck and prowess."

Chapter Twelve

Industry on the River.

The earliest industry on the Great Lakes and Rivers was fur trading between the French and Indians. As early as 1615 Frenchmen had come to the shores of Lake Huron and some distance down the St. Clair River but did not go below it.

LaSalle's expedition on the Griffin in 1679 was to carry on the fur trade and the boat was loaded with furs when she sank. At St. Clair Patrick Sinclair bought furs and Cadillac and a lively fur business in Detroit from 1701.

There have been in the past following this fur trade three great industries on the shores of St. Clair River lumbering, boatbuilding and the salt industry. Many of the pioneers of the River started their fortunes from these. Lumbering commenced in 1765 when Patrick Sinclair cut the timber from the present site of the city of St. Clair. Some of the finest timber of white pine and cork pine was in the central and northern part of the County and hardwood timber in the western and southern part. By 1870 most of the timber land in the County had been cut over but there have been some tracts cut since.

In 1900 there was cut 300,000 feet of pine timber on the farm of E. C. Crampton on the Range Road, and in 1916 quite an amount of timber was cut on the T. W. Bacon farm on the Hart Road.

"Cleveland, Oct. 2nd, 1838.
Mr. J. Clarke,

Dear Sir:

The bearer, Mr. McDonald Campbell

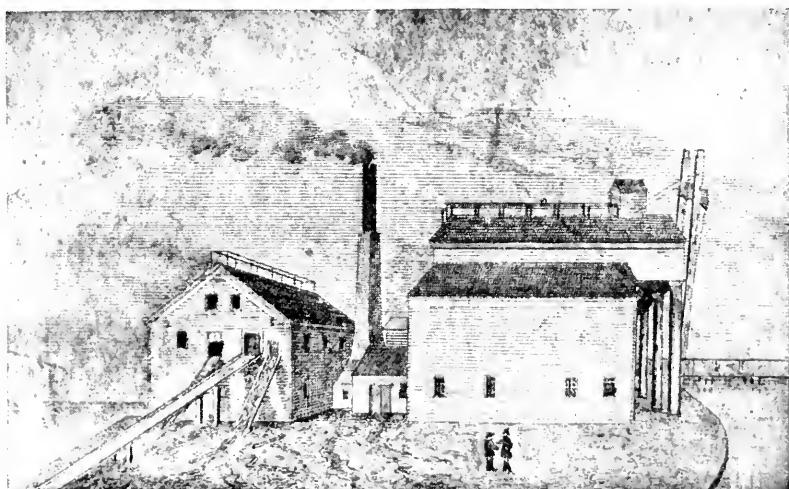
is an agent for our house of Smith Merrick & Co. doing a lumber business. Mr. Campbell visits your vicinity looking for oak to make staves for the Quebec trade. Any information or assistance you can render him will be a favor to be remembered by

Your Most Obedient Servant,
Jesse Smith, per E. Smith."

Naturally the saw mill was a large part of the lumber industry. Some of the mills were run by water, some by steam. Port Huron had five mills,

along the River from 1780 when Du-
peron Baby built a saw-mill at Bunce
Creek until about 1870 when the timber
lands were mostly cleared.

Hon. Omer D. Conger writes to
Judge Eldridge of Mt. Clemens telling
of the logging days and early days of
the County seat at St. Clair. "Detroit
lawyers with all their great skill and
judicial knowledge fluttered and floun-
dered in utter helplessness amidst
the technical phrases and curious
nomenclature of the raftsmen and



TRUESDAIL'S FLOUR AND SAW MILL, ST. CLAIR

St. Clair seven, Newport (Marine City) one and Algonac two. Some of these mills had large tracts of land around the mill, some at Vicksburg (Marysville). In 1867 Port Huron had seven mills.

The Truesdail mills in St. Clair gave work to many men. All were burned at various times, the last one at the mouth of Pine river burned in February 1876. Mr. Eugene Smith who had leased the mill then went to Marysville and ran the Samborn mill on the River for some years.

The hum of the saw mill was heard

river boys."

Building has been taken up at length in the preceding chapter.

The Salt Industry.

In 1882 the Marine City salt well was bored to the depth of 1,748 feet. In 1884 there was one salt block and in 1886 there were twelve in the County. At present there are four.

In 1884 there were made 74,677 barrels of salt. In 1910 exclusive of table or dairy salt there was made 1,296,655 barrels. The Diamond Crystal has eleven wells.

The Diamond Crystal Salt Company was founded in 1887. For ten years the plant did not pay a dividend but owing to the indomitable will and push of the founders, headed by Mr. C. F. Moore, the plant was kept up. A disastrous fire in 1892 would have daunted less determined men but all obstacles were overcome so that the plant has now attained great prosperity. The present officers are President, Mr. Henry Whiting; Vice-president, Mr. Reuben Moore; Secretary and Treasurer, Mr. Franklin Moore.

The Diamond Crystal covers at least fifteen acres with a labor space of 350,000 square feet. It has 25 pumps with a capacity of 35,000,000 gallons per day. It uses about 100,000 feet of pipe, nearly twenty miles. About 75,000 feet of brass tubing is used to the steam heaters for heating the brine which is in large vats.

The Diamond Crystal salt is nearly pure as the gypsum is removed. On top of the main building on the River side is the sign 'The Diamond Crystal Salt Co.' and on the north side 'The Salt That's All Salt.' These inscriptions can be seen for miles lighted at night by electric lights. Usually the Company employs about 500 people. The output of salt is 4,000 barrels a day and it takes 240 tons of coal a day to produce this amount of salt.

Formerly the salt was shipped over the St. Clair River in boats but now the Handy Bros. Railway takes care of the shipping.

Mr. Henry Whiting, President of the Company has the following to say regarding the strata from which the Company obtains its salt:—

"In regard to our salt wells would say that, salt under this section of the country extends from Goderich Ontario, down through Michigan into Ohio. On the east side of Michigan

there is plenty of salt and on the west side there is plenty, but it tapers off into fewer and thinner strata.

"Under St. Clair the first salt is found at 1685 feet and is about 30 feet thick. After that there are one or two strata about 10 feet thick, and one at 2200 feet which is 250 feet thick then one 80 feet thick.

"We have never operated in this last stratum. We found it a couple of years ago in sinking a deep well.

"To operate these wells we put down a 6 $\frac{1}{4}$ inch pipe to shut off the rock gravel, etc that is down there. Inside of that we put a 3 $\frac{1}{2}$ inch pipe, down which we pump water, let it dissolve the rock, and the pressure brings the brine back to our block for use."

Other Industries.

St. Clair County had in 1880 46,197 people. These were engaged in farming, a little earlier there were grist mills, two tanneries at St. Clair, the Nicol Wollen Mill, stave factory, Hub and Spoke on the site occupied later by the shipyard. There was also a sash and door mill, hairner's shops and the Draper shop where fly nets were made. The brickyards were also busy and there was a foundry.

At Marine City in 1871 there was the Marine City Stove Works headed by Crockett McElroy.

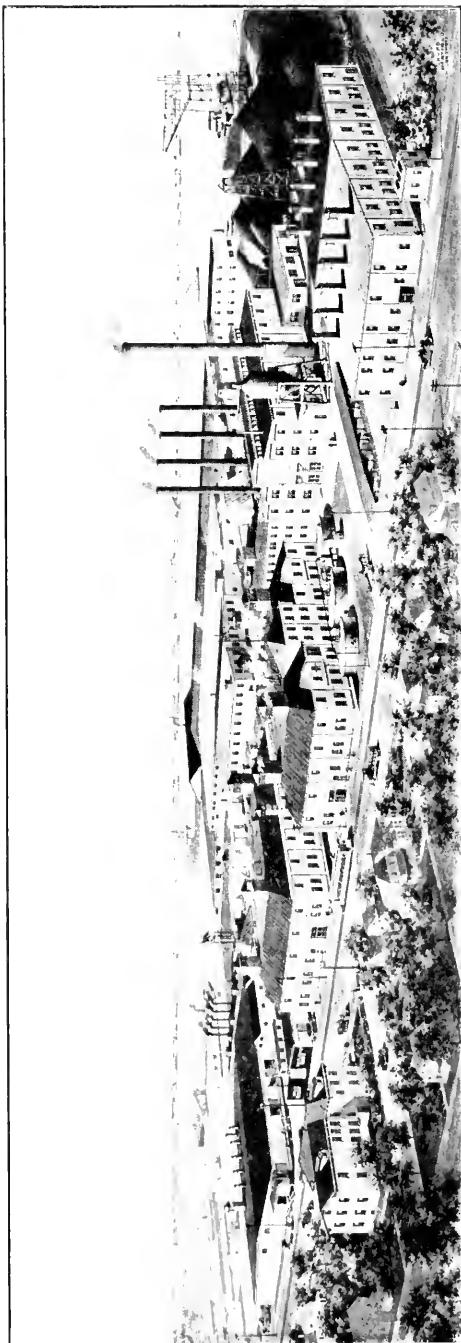
Near Algonac on Stromness Island in 1817 there was a pottery built by John K. Smith. Two men who had been in the war of 1812 and who understood the business were associated with him. They manufactured brown ware during the summer.

Fisheries.

Formerly there was quite an extensive fishing industry on the River. Mr. Frank Hammond has furnished the following data:— "The Hammond



A VIEW OF THE DIAMOND CRYSTAL SALT PLANT AS IT WAS IN 1892



BIRDSEYE VIEW OF THE DIAMOND CRYSTAL SALT PLANT

Fishery commenced fishing in 1894. Size of net used 64 fathoms long and 4½ fathoms deep. Number of horses to pull net 2; Number of men employed 5, length of land line 1400 feet, length sea line 1,000 feet, large catch 1½ ton, average catch 200 pounds, made haul every hour while run was on, greatest number of sturgeon caught in season 43, largest sturgeon weighed 124 pounds, average sturgeon weighed 85 pounds. Number of species caught 32 mullet, sucker, sturgeon redhorse and sheepshead were kept in ponds while other fish were packed in ice at once; fish were marketed at New York City and Detroit. Number of years in operation 5. The Hammond fishery was located in East China.

The St. Bernards had fishing shanties above St. Clair where they sometimes shipped 25 or 30 barrels a day. White fish were plentiful in the River those days and were caught with seine. Many sturgeon which they caught were kept in a pen in the River with other fish until sold. These sturgeon would reach 100 pounds in weight and measure six, seven or eight feet. One summer Mr. St. Bernard obtained the consent of the U. S. Government to establish a fishery on the Bar opposite St. Clair.

An early fisherman was one Dupre who married the daughter of Granny Kold.

The fishing season on the River begins in May and no better treat can be had than the first pike or pickerel, although perch, black and green bass, and bullpout are good eating.

In the days of sail boats men and boys along the River would troll downstream fishing in the morning and later in the day would catch a tow behind the lumber barges going back upstream. Sometimes one, two, three or four rowboats each behind the

other would be attached to a schooner. Upon the advent of the large steel freighters this practice was discontinued as dangerous. Mr. Phin Carroll on the tug Gladiator of which Mr. Chas Huse was master went up the River with two schooners and sixteen row-boats attached on one occasion.

One summer morning many years ago Capt. Phin Kenyon of East China started out fishing. He rowed across to drift down stream. Glancing up he saw an object in the water and found it to be the body of a little girl floating on her back. He quickly fished her out, beached his boat and ran with her in his arms to the Bowen place which was the nearest. There he found the child was the little granddaughter of the family who had not been missed. After her wet clothing had been removed and she had been rubbed, dressed and rested she was no worse for her short involuntary ride on the St. Clair which would have terminated fatally had it not been for the timely arrival of Capt. Kenyon.

Industry in 1921

As this history of the St. Clair River has been written on the occasion of the Centennial of the founding of the County in May, 1821 it will be interesting for future readers to know of industrial conditions along the River in the year 1921.

In Port Huron there are at the north end the Holmes Foundry, Port Huron Sulphite Paper Co., Port Huron Chicory Co., Fead Milling Works which did much war work in knitting for the Boys, etc., the Draper Manufacturers and the Kern Products Co.

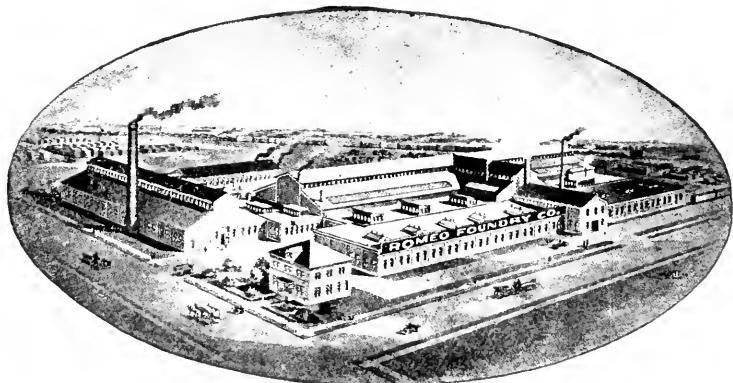
In South Port Huron are the Port Huron Engine & Thresher Co., Two Holmes Foundries founded in 1915. Mr. Holmes has many white and colored laborers. The Great Lakes Foundry Company, Moak Company

Anker Holth Co. manufacturing cream separators, United Brass & Aluminum Mfg. Co., American Bushing Corporation.

The Aikman Bakery Co. is a large concern. The Foundation Company had made extensive plans for ship building for war work but the Armistice was signed before much was accomplished.

The Grand Trunk Shops in Port Huron build new passenger cars, and rebuild old ones. They have a plat of 160 acres of land out 32nd St. with a planing and electric shop, a depart-

ed in 1921, and Marine City has paved her main streets. The river road has been widened. Michigan expects to pave 1,000 miles in 1921, of which St. Clair county has her share. Gratiot Road is being paved. Much progress is being made in aerial mail service, and it needs no prophet to predict in the near future air service along the river for passengers and mail service. By June 1st passenger and freight service is planned between Detroit and Cleveland. Three machines are to be used carrying five passengers and 1,300 pounds of freight.



ONE OF THE HOLMES FOUNDRIES

ment where copper, nickel and silver-ware articles for cars are made, also headlight reflectors, drinking tanks and all accessories to passenger cars. They also have an upholstering department. Beautiful flower beds add to the attraction of the plant.

St. Clair County is building good roads. In 1920 the River Road was completed so now there is fine traffic facilities from Port Huron most of the way to Algonac. The country is progressing, as in 1920 there were finished in the U. S. 20,000 miles of good roads, and January 1, 1921 Michigan let contracts for \$5,500,000 for roads. The Hart road from St. Clair to Muttonville was finish-

The Rapid Railway.

It is a long step since Barzilla Wheeler followed the Indian trail along the shores of Lake St. Clair and the river to the Rapid railway which now puts passengers from the river district in Detroit in two hours on the American side of the stream. Mr. Wheeler thus writes of his journey. "In May, 1818, we set out with two yoke of oxen and a cow destined for Pine River, the site of the present village of St. Clair. We drove them up the lake shore and were four days reaching there. The only signs of a building were the dilapidated walls of a brick house standing on the opposite side of Pine river, which was

said to have been the residence of Patrick Sinclair. Mr. Fulton sent up a boat with my wife, who was the only woman here for a year." Mr. M. R. Harmer, agent for the Rapid railway at St. Clair, furnishes the author with the following account of the railway:

"Twenty-one years ago the Rapid railway began passenger and freight service between Detroit, Port Huron and intermediate points, and in the intervening years between 1900 and the present date the line has proven one of the big factors in the growth and development of the various communities which it linked through frequent service.

"At this time perhaps a bit of early history of this railway, now one of the finest interurban lines in the country, will be of interest to patrons in St. Clair county. It was in May, 1892, that the first street car line was built on Gratiot avenue in Detroit as far as Leesville. In March, 1894, franchises for a railway between Detroit and Mt. Clemens were secured by the late Judge Riley, and this work was pushed along rapidly so that in July, 1895, through service between Detroit and Mt. Clemens began. In 1896 General Manager Frank W. Brooks of the Rapid railway, now president of the Detroit United Lines, caused much rejoicing when he announced that the line would be extended north from Mt. Clemens to Port Huron. On July 4, 1898, a special car ran through to Algonac marking the opening of service that far north on the line. Between that date and 1900 track building work was prosecuted in several sections between Algonac and Port Huron, and early in 1900 through service between Detroit and Port Huron was inaugurated. At that early date both passenger and freight service was

given. Both branches of transportation have expanded wonderfully since then, until now the Rapid railway operates twenty-five of the latest, most modern and commodious passenger motor and trail cars possessed by any interurban railway in the United States or Canada. It also operates twenty large and modern freight cars which in the course of a year carry a large volume of shipments. The volume of passenger traffic, too, has reached large proportions, the line not only assisting materially in the industrial development of the villages and cities through which it passes but also being responsible to a great degree for the development of the summer resort activities along the route. During 1920 on the Rapid railway interurban cars alone nearly four and a half million revenue passengers were carried."

The St. Clair river district has good railroad facilities. The Grand Trunk comes into Port Huron through the tunnel from the east, parallels the river south some distance back, and extends west and south to Chicago. The Pere Marquette goes north to the Thumb district. The Detroit, Bay City & Western R.R. (Handy Bros.) is said to be the only railway built during the World War in the United States and an especial permit was given for its construction. This road runs passenger service from Bay City to Port Huron and freight cars run to St. Clair, where a neat little depot has been built upon the site of the stockade of Patrick Sinclair. The ultimate destination of the road is Detroit.

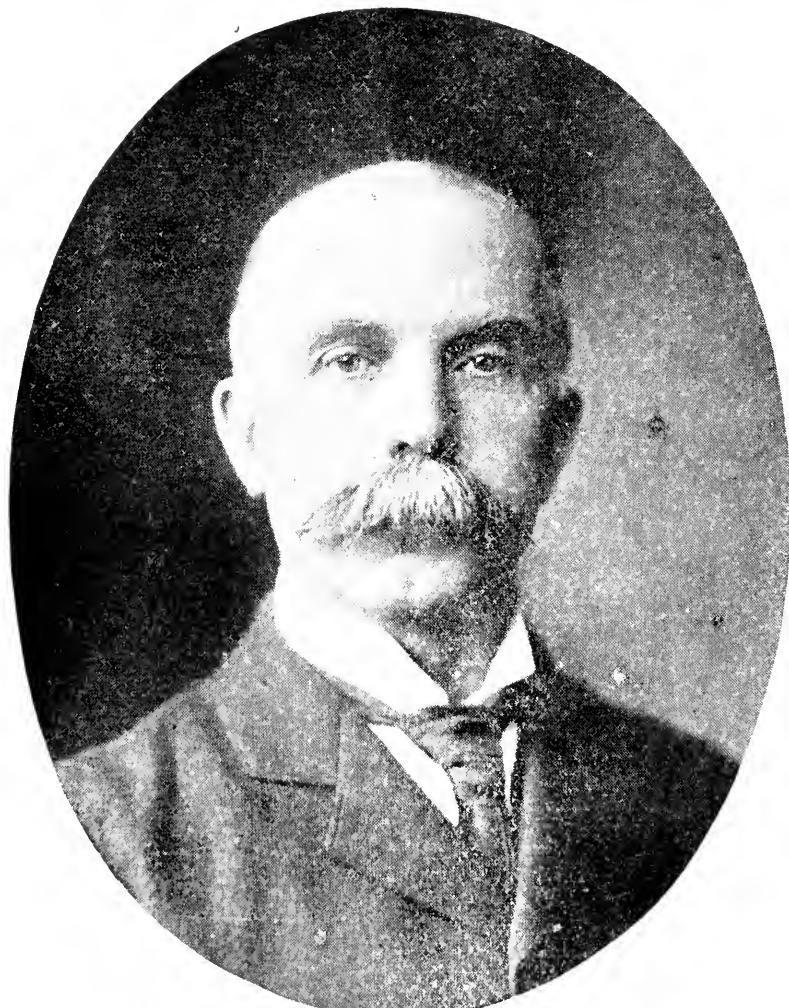
At St. Clair a branch of the Michigan Central runs to Lenox and connects there with the Detroit train on the Grand Trunk.

The Erie Huron R.R. runs down the river shore on the Canadian side from

Sarnia to Rondeau, opposite Cleveland, and at Courtright the Canadien Southern is the shortest route to Buffalo.

There is Western Union and Pos-

to Detroit. This was in use from 1882 to 1917 and was the oldest toll line in Michigan. St. Clair had its first service in 1883 when Dr. George J. Ward was the first manager.



JUSTIN R. WHITING, U. S. REPRESENTATIVE 1888-1895

tal Telegraph service in the district.

A telephone system was installed in the St. Clair River district in 1882 when the first toll line was built from Port Huron to Detroit, going through St. Clair, thence out the Hart road

The Detroit Edison Company

Mr. A. C. Marshall, vice-president of this company, speaks as follows regarding his company's present activities in the St. Clair river district:

"Regarding the Edison Company's

activities in general in the St. Clair River district, we are now doing all the electric light and power business along the entire length of the river; that is in Port Huron, Marysville, St. Clair, Marine City, Algonac and along the north channel to Pearl Beach. We have sub-stations in Port Huron, Marysville, St. Clair and Marine City. At present this district gets its supply of current from our general transmission system through two 50,000 volt lines and many 23,000 volt lines.

"The biggest construction job we have under way is the building of the power house on the river at the mouth of Bunce creek in Marysville. This will be the third large power house of this company, the other two being in Detroit at Delray and Conners creek. This Marysville plant will be as large as either of the other two, and is designed for about 130,000 kilowatts. The first unit to be installed will probably amount to 20,000 kilowatts; the cost of this first installment of the plant will be over two million dollars. The work already completed consists of foundations for boiler room, turbine room and screen house, together with intake and overflow canal, and a complete system of railroad tracks and bridges. The structural steel for the building has been seriously delayed, but is now nearly ready for erection.

"The Detroit Edison Company is spending this money because it believes in the future of the St. Clair River district. It has always been one of the most delightful residence spots in the world and there is a measure of regret in my realization that it is bound to be a great industrial district, but we feel sure this is coming and this company wants to be ready for it."

The old Judge Bunce home on the bank of the St. Clair river is now used as a community home for the em-

ployees of the Edison Company at Bunce Creek.

Mueller Metals Co., Port Huron, Mich.

The history of the Mueller Metals Co. on Lapeer Ave goes back to the opening of a small shop in Decatur, Illinois, in 1857 by H. Mueller, the father of the present Mueller executives. This plant gradually grew and became known the country over as a maker of quality plumbing, water works and gas goods. By 1912 there was such a Canadian demand for Mueller goods that the H. Mueller Mfg. Co. Ltd., of Sarnia, was organized in that year to supply the Canadian trade. When the World War broke out in 1914 the Sarnia plant became actively engaged in making munitions. Their success in this line was so great that when the United States entered the war in 1917 the Mueller family were at once encouraged to put up an American plant for the making of component munition parts such as shells, brass forged fuse parts, brass and bronze rods and brass and copper tubing. For one year the plant was engaged exclusively in war work and employed as many as 1800 men and women. It was during this period that the brass forging industry, which this company has advanced to its present stage of development was evolved.

In March, 1919, the Mueller Metals Co. started the present commercial business of manufacturing brass and bronze rod, brass and copper tubing, brass, bronze and aluminum forgings and sand castings, aluminum and white metal die castings and screw machine products. The firm had at that time not a single customer and had to go out and hunt business among firms which knew nothing about the Mueller firm except that they had made brass goods for the U.S. govern-



JUDGE ZEPHANIAH W. BUNCE

ment. However, the superiority of Mueller goods and the developments that had been made in the brass forging process enabled this firm to sell \$1,299,177.54 worth of goods from March 1st, 1919, to December 31st of that year. In 1920 business increased to \$2,403,082.08. With a business of this size in its second year with only one salesman on the road, it is not anticipating too much to say that in the near future this firm will be doing many times this amount of business.

The plant covers 25 acres on Lapeer Avenue and all of the buildings have a capacity to employ 2,000 men, altho under present normal conditions only 700 men and women are employed.

The recreation building which the firm has built for the employees contains a well equipped hospital, room and locker rooms. This is only one instance among many of the interest which this company takes in the employees welfare. A sick and accident insurance society has been organized, and also an investment association which has for its purpose the encouraging and aiding the employees to own their own homes. A complete canteen serves meals to the employees. The industrial committee discuss welfare work and pass on all changes in policies and settle all grievances. This same policy is being carried out in both the United States and Canadian plants of the company.

The Mueller Metals Co. has made more developments in the brass forging process than any other firm in this country. In time these forgings will, because of their superiority, take the place of brass castings. Think of the millions of pounds of brass castings used in this country each year and knowing that the Port Huron plant leads the world in this industry it is

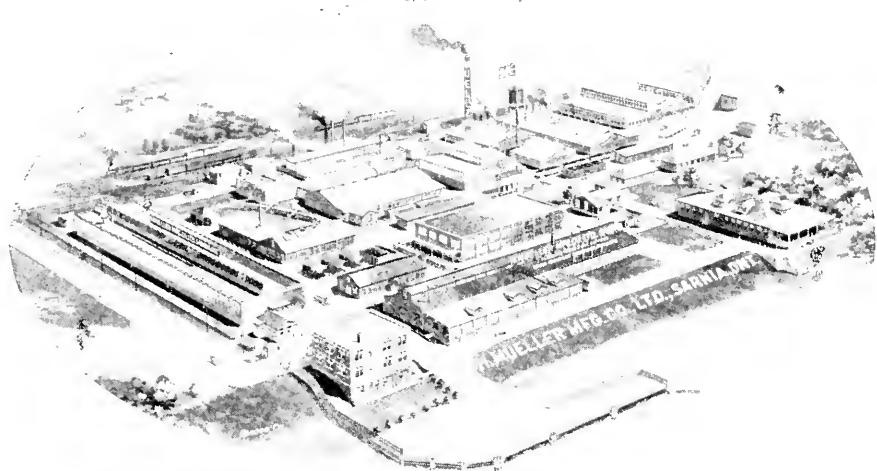
not hard to believe in a great future for this firm.

Other features which strengthen belief in the firm's large future possibilities are the recent discoveries of "Relleum" bronze, a red brass which can be extruded, forged or machined without losing color, and "Niag," a nickel-silver which takes the place of nickel-plated brass products. Also the situation of the Mueller Plant in Port Huron gives the firm an advantage over her competitors as they are, with few exceptions, in the east and must get their raw materials from Michigan and points even farther west and then ship the finished product back to Michigan to compete with Mueller products of Port Huron, which is much closer to both the source of raw metal supply and the middle west markets.

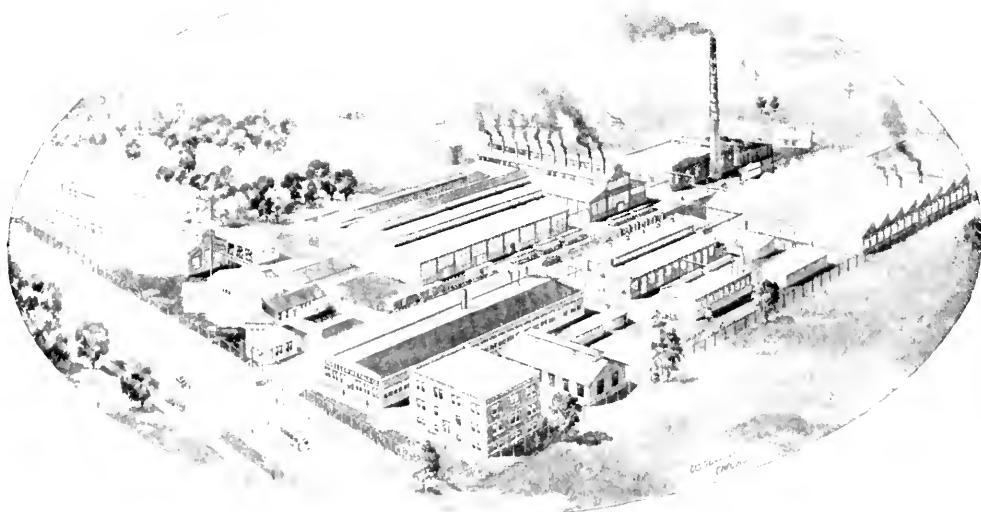
The present directors of the company are: O. B. Mueller, C. C. Heiby, A. Mueller, F. L. Riggan, P. Mueller, F. B. Mueller, and R. Mueller.

The Marysville Development

Myron Williams came to St. Clair river from Cleveland June 1832 on the steamer Gratiot. He and Capt. Clarke, of the steamer, became friends and the families have kept up the friendship for three generations. He helped build the Black River steam mill, and built more mills than any man in the state. He built a mill at Marysville, then called Vicksburg. He married Mary Gallagher. They had three sons and six charming daughters, who were familiarly known to their friends as Puck, Tam, Han, Pat, Tit, and Em. The latter married Mr. Henry McMorran of Port Huron, who is well known in the river district. Mary was Mrs. Nelson Mills. The three sons were William, John D., and David. The mother's name was Mary Gallagher, known to the



H. MUELLER MFG. CO. LTD. OF SARNIA



MUELLER METALS CO., PORT HURON

early settlers as Polly, and for her Marysville was named. The old house rang with the laughter and good times of the young people. The only daughter now living is Mrs. Guy Kimball of Port Huron. The Williams home was lately the office of Aldinger Co., construction contractors for the Wills interests. The house is now filled with factory employees. The Nelson Mills home is the office of the Marysville Land Co. The Barney Mills home is now a boarding house. The Reuben Mills house stands on the river just south of the old hotel, now a cafeteria. The south part of this hotel was built in 1830 by Vickery and the north end added in the 90's by one George Smith, who with his brother Ruel was an early settler and lumberman.

At a very early day there came to the river Mr. Vickery, who so dominated the settlement that it was called Vick's burg and later Vicksburg. The old Methodist church which was built in 1862 is now a community church. Other early families were the Radi-gans 1851, and the Carpenters, 1856. Two of them gave the writer information. Obediah Gardner owned a large tract of land running west. There were two daughters, Olive and Harriet, the latter now living on the Graiot road. The Gray family were there many years. Mrs. Gray is still living at an advanced age in Cleveland with her son Guy. Col. Stephen Mack, the first merchant in Detroit, at an early day bought 300 acres on the river, later known as the Geo. W. Carleton farm. Mr. Joe Brown, a pioneer, worked this farm. Charles Mack, son of Col. Mack, was in the U.S. navy. He was a lieutenant on a revenue cutter (schooner) and the boat often stopped at the dock of Col. Mack, some distance below the private dock of Mr. C. H. Wills, where Mr. Wills'

yacht the Marold II is now moored. The latter asked Mr. Geo. Carpenter what should be the name of the new city. Mr. Carpenter replied "Marysville." Mr. Wills then said, "My mother's name and my wife's name being Mary, the name Marysville will be kept."

The Currys, John and Will (the latter still living); John D. Allen; Horace Bunce (no relative to the old Judge Bunce) and the Potts, Lewis and Sam, were some of the first families. One of the Potts girls married Pat Doner, known over the River district as he "fiddled and called off" at the dances. At a Centennial Committee recently in arranging for an old fashioned dance to be held the 7th of July, one of the members remarked "If only we had Pat Doner to play and call off for us."

The brick schoolhouse is very old. The writer has asked a dozen people in Marysville when it was built with no result. Some said over 50 years ago. In 1869 a wooden building was east of it. John Miner lived out Huron Road. Jacob Kromenaker worked in the saw mills of Williams & Mills for 13 years. Later he drew lumber from Slabtown on the Turnpike to Vicksburg. He now owns a farm of 172 acres. His son Edward is priest of the St. Clair Catholic church which is making extensive additions under his direction.

Three years ago Marysville was a quiet, shady little village of about 200 population, lying along the river in a comatose state. In March 1919, there appeared off the shore the speed boat Baby Marold, whose owner, Mr. C. H. Wills, was to rouse the village from its lethargy until it should rise and become a vast business and industrial section. On the yacht were Mr. Wills and Mr. Frank Book.

Realizing the possibility of the na-



A handwritten signature in black ink, appearing to read "W. L. Jenke". The signature is fluid and cursive, with a large, sweeping "J" and "e".

ST. CLAIR COUNTY'S HISTORIAN

tural location a company was formed later termed the Marysville Land Co. which quietly bought up the land from Ravenswood on the north to the Davis Road on the south and the Range Road on the west, comprising 4200 acres including the church, schools, hotel, private houses, and farms in the district. The officers of the Marysville Land Company are C. Harold Wills, President, John R. Lee, First Vice-President, Kirkland B. Alexander, Vice-President, Donald

ant Secretary and Treasurer. The name of the firm at present is the C. H. Wills Company.

The C. H. Wills & Co. manufacture a high class automobile named the Wills-Saint Claire. The new City of Marysville has been platted streets laid out, new factories started, roads and walks built, electricity and water installed. Community buildings and a fine cafeteria provide shelter and food for the 1,000 workmen who do not own homes. The Marysville



COMMUNITY HOUSES, MARYSVILLE

S. Kiskadden, Vice-President and General Manager, Frank P. Book, Treasurer, George S. Anderson, Secretary. The cornerstone of the automobile factory building was laid November 15th, 1919. The officers of the C. H. Wills & Co., manufacturing the Wills-Sainte Claire are C. H. Wills, Pres.; John R. Lee, Vice-president; Kirkland Alexander, 2nd. Vice president; Chas. Morgana, 3rd Vice-president; Ferris D. Stone, Secretary; Frank P. Book, Treasurer; George S. Anderson, Assis-

News came out January 6, 1921, to record the events of the new city.

Following are the dates upon which various operations in Marysville began: Engineers' surveys June 12, 1919. Sewer and Water trenching November 13, 1919; Ground broken for C. H. Wills and Company plant October 23, 1919; Community houses started Nov. 1, 1919; Road grading September 19 1919; First 66 houses started November 4, 1919; First store August 7, 1920; Athol Manufacturing Company plant

March 24, 1920; Illinois tool Company plant August 15, 1920; American Bushings Corporation plant, October 1, 1920

"C. Harold Wills, founder and president of the Marysville Land Co., and C. H. Wills & Co., of Marysville, Mich-

Sante Claire, recently announced.

"C. Harold Wills was born at Fort Wayne, Indiana, on June 1, 1878, and his interest and ability in things mechanical is natural for his father was prominently connected with the



C. HAROLD WILLS

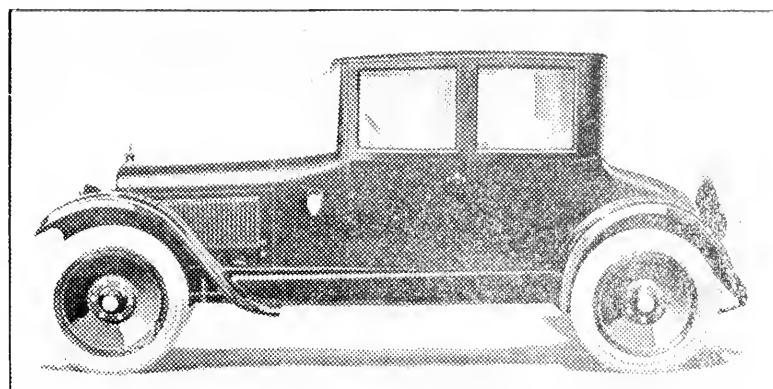
igan, is one of outstanding, dominant figures in the automobile business in America, and the full measure of his genius and experience has been applied to the creation of the Wills-

development of the steam locomotive. But, though descended from the race which produced Watt, Stephenson and Bell, Mr. Wills is thoroughly American in training, instinct and achievement

typical of the industrial resourcefulness and ingenuity of the U. S.

"Mr. Wills went to work at the age of twelve. As an apprentice in machine shops, he supplemented the

tion. Mr. Wills held to the belief that the day was not far distant when the public would demand an easier, more rapid and adaptable means of transportation than anything then used. His



THE WILLS-SAINTE CLAIRE CAR

practical work of the day by reading technical works and laboring over his draughting board in the evenings. His persistent application was rewarded when, while still a young man, he be-

studies and observations had already convinced him of great possibilities of the motor car and in it he saw, not alone the beginning of a huge new industry, but an economic utility, a for-



FACTORY OF C. H. WILLS CO.

came engineer of the Burroughs Adding Machine Company, the largest manufacturers of figuring devices in the world.

"In all his early study and prepara-

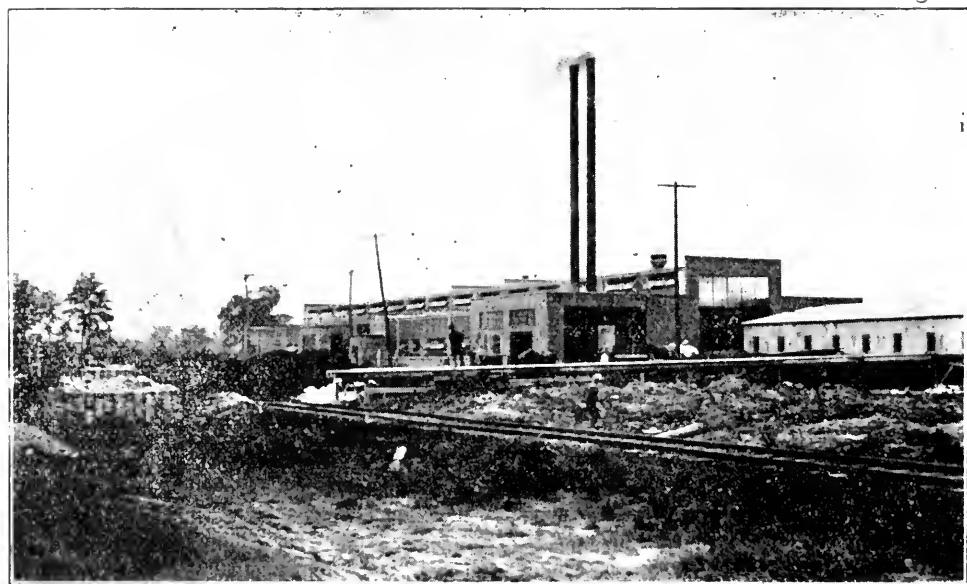
ce which was to revolutionize the whole scheme of civilized human existence.

"From the earliest days of the industry, Mr. Wills has been prominent-

ly indentified with the development and refinement of the motor car in America, and always in a position where his natural inventive genius and remarkable instinct and ability had full play. Over a period of sixteen years, between 1903 and 1919, he was chief engineer and manufacturing manager for the largest automobile company in the world and designed every model built by that concern. He went further, and so organized the production that the output reached the

equaled by any other plant. He was confidential advisor to the air Department and the signing of the Armistice found him with a number of war inventions well beyond the experimental stage.

"Beside being an acknowledged leader in design and factory methods, Mr. Wills is also recognized as one of the foremost commercial metallurgists and industrial chemists in the United States. By him Vanadium steel was developed for commercial use, and it



ATHOL MFG. CO. MARYSVILLE

stupendous total of a million cars per year, a fact hitherto believed impossible, and never since equalled by any other company.

"During the recent war, Mr. Wills' knowledge and experience proved invaluable, when an enormous daily production of Liberty motors became imperative. He found the materials, furnished designs, arranged manufacturing methods and perfected an organization which accomplished an output of aircraft motors that was une-

qualed by any other plant. He was confidential advisor to the air Department and the signing of the Armistice found him with a number of war inventions well beyond the experimental stage.

Since the early days of the automobile industry, the dream of automotive engineers has been a car which would combine a maximum of strength and durability with the least possible weight. Vanadium alloys enabled manufacturers to approach this ideal, but the knowledge of the properties of Molybdenum bids fair to prove even more valuable.

"Molybdenum steel is stronger and tougher than any other steel, and resists shock and vibration to an astonishing degree. Its peculiar qualities applied to motor car construction make possible a car possessing greater strength and durability than can be obtained by the use of any other alloy. Because of its light weight, it is economical in the use of gasoline and saves tires. It is this ideal combination which has been achieved in the new Wills car.

"It is such a dynamic personality as Mr. Wills' which has organized, not only his own company for the manufacture of his own car, but also the new industrial center and model manufacturing city of Marysville, on the Saint Clair River. It is this creative intellect, this mechanical genius and constructive force that is back of the new Wills-Sainte Claire motor car."

Marine City and Algonac

At Marine City are the following industries, the Independent Sugar Co., S. C. McLouth Foundry & Shipyard, Michigan Salt Works, New Haven Elevator Co. and Scott Bros. The steel tug built at McLouth's Shipyard for the state of Ohio was launched and christened on June 25th. It is named Oliver H. Perry. Several Ohio officials were present at the launching.

In Algonac are the Jackson & Zaetsch Mill Co., Kenyon & Zaetsch Coal Co. Mill, Smith Boat Works, C. C. Smith Lower Boat Works. The keel of the new speedboat, "Miss America II" was laid in Detroit on June 5th. She will be built by Mr. Chris Smith at Algonac and he expects he to have a speed of 95 miles an hour.

Industries On The Canadian Side

Sarnia boasts of the following:- Central Canadian Stone Co. Ltd., a government fish hatchery, Cleveland-

Sarnia Saw Mills, Dow Salt Co., H. H. Robertson Co., Sarnia Creamery Co. Ltd., Stuart Co. Ltd., King Milling Co. Ltd., McGibbon Lumber Co., R. Laidlow Lumber Co. Ltd., H. Mueller Mfg. Co., Imperial Oil Co. Ltd. The Sarnia Indians voted in June 1919 to sell to C. H. Wills & Co. and allied interests a large part of their reservation. The two principal industries of Sarnia are the Mueller Manufacturing Co. and the Imperial Oil Co. Short sketches of each are given here.

H. Mueller Mfg. Co.

In 1857 in Decatur, Ill., Mr. H. Mueller as inventor and machinist started a manufacturing business on a very small scale. It grew rapidly under good direction and capable management until with hundreds of men employed there in the manufacture of brass plumbing, waterworks and gas supplies it was decided to open a Canadian factory.

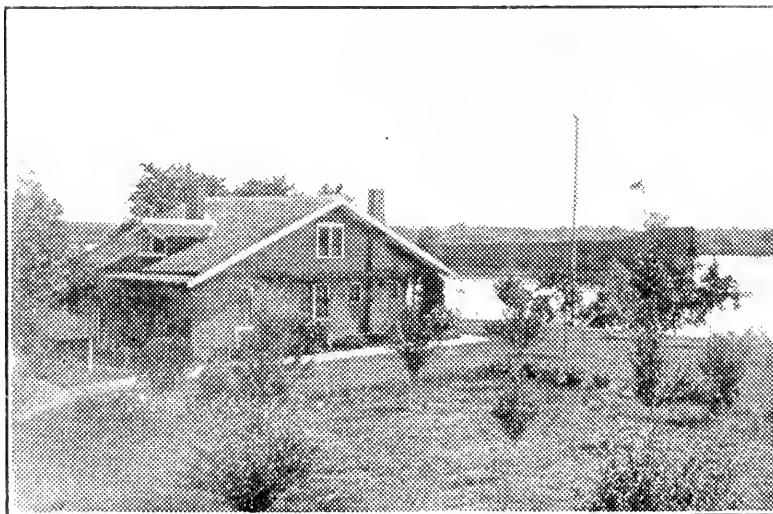
One of the most beautiful spots on the St. Clair River at Sarnia, Ontario was selected in 1912 by the H. Mueller Mfg. Co. of Decatur, Ill., as one of the finest spots in the country to make a suitable Canadian home for Mueller products.

Seldom do we find a large American plant a progeny of a comparatively youthful Canadian factory and the Mueller plant in Sarnia deserves considerable credit in this connection for the aggressiveness displayed. So the Port Huron Company was established and has proved a marked success from the start.

This factory has been partly responsible for the great measure of prosperity in Sarnia due to the enormous sums paid out in payrolls. During 1920 for instance wages amounted to half a million dollars while sales for the year were double that figure. Approximately five hundred



HOME OF MRS. ELIZABETH BROOKS, ST. CLAIR



A PARTIAL VIEW OF "THE ANCHORAGE" ON THE ST. CLAIR, HOME OF
MR. AND MRS. H. H. COBURN AMONG THE FINEST
ON OUR BEAUTIFUL RIVER
So named for Anchor found after storm of 1913 placed in the yard.

men are employed during the year. The Mueller Industries are doing everything possible to introduce new products which will tend to give all employees work all year around. Buildings with their 1-6 of a million square feet of floor space and drives, cover about ten acres while the total property including tennis courts, recreation rooms, etc. covers in all about thirty-one acres of land. Sufficient space is owned to enable the Company to more then double the present size of the plant.

Judge Tappan of Port Huron recently spoke of the great value of the welfare work of the Muellers comparing their factories with other modern industries which seemed like such coldblooded institutions doing business solely for the making of money and letting nothing whatever stand in the way of larger profits. All employees are encouraged to a large extent to take shares in their company and many hundreds have secured a nice little income as a reward for their thrift.

The Imperial Oil Co. Ltd.

May 7th, 1921, was the 24th anniversary of Sarnia Refinery—the first old refining plant of the Imperial Oil Limited. The history of nearly every refinery is a story of constant development, and in this particular, Sarnia has been no exception to the rule, for it is by far the largest of the five oil refineries which this Company now operates.

The site selected for the refinery, in 1897, had been occupied since 1841 by a small plant, originally built by the Dominion Oil Co.

At that time the Refinery received its Crude through a 2-inch pipe line running from the old Rainsberry Field on the Twelfth Line (Near Petrolia) to Sarnia, the receiving station

being known as "Lawyers Station." When the Imperial Oil, Limited acquired the Plant in 1897, a 3-inch line was installed for receipt of Crude from Petrolia and Oil Springs and this line is still in operation.

The process that had been used to desulphurize the Kerosene Oil was what is termed "The Litharge Process." When the Sarnia Refinery was erected the Frasch or "Copper Oxide" process was installed. This very completely removed the objectionable sulphur contents, and gave to the Canadian people a Canadian-made article that compared with the American Oil that had been in great demand before the Sarnia Refinery was constructed.

In rebuilding the Sarnia Refinery in 1897, the capacity decided was 400 barrels of Crude per day. As a comparison it may be interesting to know that the Plant now has a Crude charging capacity of 11,000 barrels per day, and in addition to the regular Refinery equipment necessary for a Plant of this capacity, they have forty Pressure Stills at their No. 2 Plant at Sarnia, these Stills being used for the manufacture of Gasoline. The present acreage of the Plant is 153.14, and it is the largest Oil Refinery in the British Empire. The agreement with the Town of Sarnia when they started operations in 1897, was that they would employ not less than fifty men, and at all times they have employed many times this number. They now have on their payroll at Sarnia upwards of 1,200 men.

Their Plant is in every respect up to date. The buildings are all of brick or reinforced concrete.

Another Department of the Works which has grown enormously is the Mechanical Department. All of the material for the first Stills, Boilers, etc., erected at Sarnia, came fabricat-



RESIDENCE OF SEN. LYMAN A. HOLMES, ON THE ST. CLAIR RIVER
AT ST. CLAIR



WESTHAVEN, HOME OF MISS BINA WEST, PORT HURON

ed, as, at that time, there were no facilities for doing this work where as, at the present time, there is a very complete shop equipment capable of fabricating from 200-400 tons per week. In addition to a Boiler Shop, the Mechanical Department also includes a very complete Machine Shop, Carpenter Shop, Pipe Shop, etc.

The Refinery at present has about a million barrels of steel storage for Crude and Refined Oil products. This does not include any of the underground storage for various products

Products are shipped in bulk from Sarnia to all points in Canada by tank cars owned by the Company, also by the Company's several bulk steamers to Halifax, St. Johns, Montreal, Toronto, Brockville, Welland, Sault Ste. Marie and Fort Williams. At the present time the Company owns and operates 1719 tank cars, varying in capacity from 4,000 to 8,000 gallons, each.

In addition to the Crude Oil which is received through the 3 inch line mentioned previously in this article, from the Canadian Oil Fields in the vicinity of Petrolia, Ontario, there is received at the Sarnia Refinery daily an average of 10,000 barrels of Crude Oil which is transported through the Imperial Pipe Line which connects with the main American Trunk Pipe Line at Cygent, Ohio. This pipe line runs under the St. Clair River a ways south of the Imperial Co.'s plant.

At Courtright opposite St. Clair there is the plant of the Western Salt Co. which has a few salt wells and produces salt for the market.

If the much discussed Lakes-To-Ocean project proves successful it will add much to the commercial interest of the St. Clair River. The C. H. Wills Co. could load their machines at their dock at Marysville and ship

them to any ocean port. So with other manufacturers. The following is from a Detroit paper dated June 7, 1908. In demonstration of the proverb that there is nothing new under the sun, it can be shown that few original features characterize the recent proposed Lakes to Gulf waterways system. For this project is one of the most venerable of American enterprises. Theodore Roosevelt is its present champion. A tour in the interest of the Lake-Ocean route will take place July 11-15, 1921.

The LaFollette Seaman's law passed in 1915 has been a detriment to the Lake and River traffic as well as to the Ocean commerce. Owing to this law the Detroit & Cleveland boats are not running this year.

Waterway bodies are meeting throughout the country to aid navigation. Obediah Gardner (by the way he is a near relative of the Marysville family of that name) is chairman of the Joint International Waterways Commission. The following is from the Detroit Free Press. "What we need in the Great Lakes country is immediate legislation to encourage transportation, shipping and ship building." Mr. A. A. Schantz, president of the Detroit & Cleveland Navigation Co. says, "All passenger boats on the Great Lakes have been operating at a loss since the LaFollette Seaman's law went into effect." The present administration has declared in favor of better laws for Lakes navigation.

Air Navigation.

The "Santa Maria" an eleven passenger air cruiser, which soon will make the trip from Detroit to Chicago via the lake route, is scheduled to stop at Port Huron for supplies and a committee of local men has been appointed by the Chamber of Commerce to greet the guests.



FIRST HEADQUARTERS OF THE WOMAN'S BENEFIT ASSOCIATION



PRESENT WOMAN'S BENEFIT ASSOCIATION BUILDING

This trip, according to C. Ridden, president of the company, will be followed by other similar ones, and it is planned that later passengers will be taken on at Port Huron and other way ports, including Mackinac.

"We believe that the various cities on the Great Lakes realize that with these big aerial cruisers they will be able to reduce the time required to travel between cities by more than 75 per cent," writes Mr. Ridden.

"Also that cities will be linked together by numerous aerial transportation lines, and that thousands of people will travel over the lakes by air in the near future.

The Santa Maria as will be remembered, recently made the trip through the air from Miami, Fla., to Detroit with many prominent citizens of Detroit aboard.

The Woman's Benefit Association of Port Huron

On Military Street in Port Huron stands an imposing building which is a monument of woman's intuition and executive ability. This is the Woman's Benefit Building and is a busy place as will be seen by the following description.

The Woman's Benefit Association has a peculiar significance in its relation to the St. Clair County Centennial, since a St. Clair County school teacher founded it and has led it from its small beginning on October 1, 1892 to its present wonderful standing as the strongest and largest fraternal benefit society of women in the world. Perhaps in twenty-nine years, no other women's organization in the world has experienced the growth in members and financial strength as has the Women's Benefit Association for in this space of time up to date of writing (June 1) over thirty-five millions of dollars has been collected for

the relief of the home when death or disability has come to a W. B. A. member. Of this amount, Bina M. West the founder, has personally signed away in benefits over twenty millions. The remainder is thriftily invested in gilt edge municipal bonds for payment of future benefits. Can you imagine the joy of clipping annually



MSS. BINA M. WEST

the interest coupons amounting to nearly three quarters of a million? This is what the officers of the W. B. A. very modestly accomplish without blare of trumpets as a St. Clair organization should do.

The jurisdiction of the Women's Benefit Association now comprises the U. S. A., Hawaii and Alaska and all the provinces of Canada.

A membership of 300,000 will be attained by 1923 for the great Supreme Review which will convene at Los Angeles in that year. "Make no little plans, they have no power to stir

men's blood" and on this principle, the leader and pioneer "carries on" being-
ing renown to her own home city for

it is acknowledged that Miss Bina M. West is the leading woman fraternal-
ist of the world.

THE SAINT CLAIR RIVER

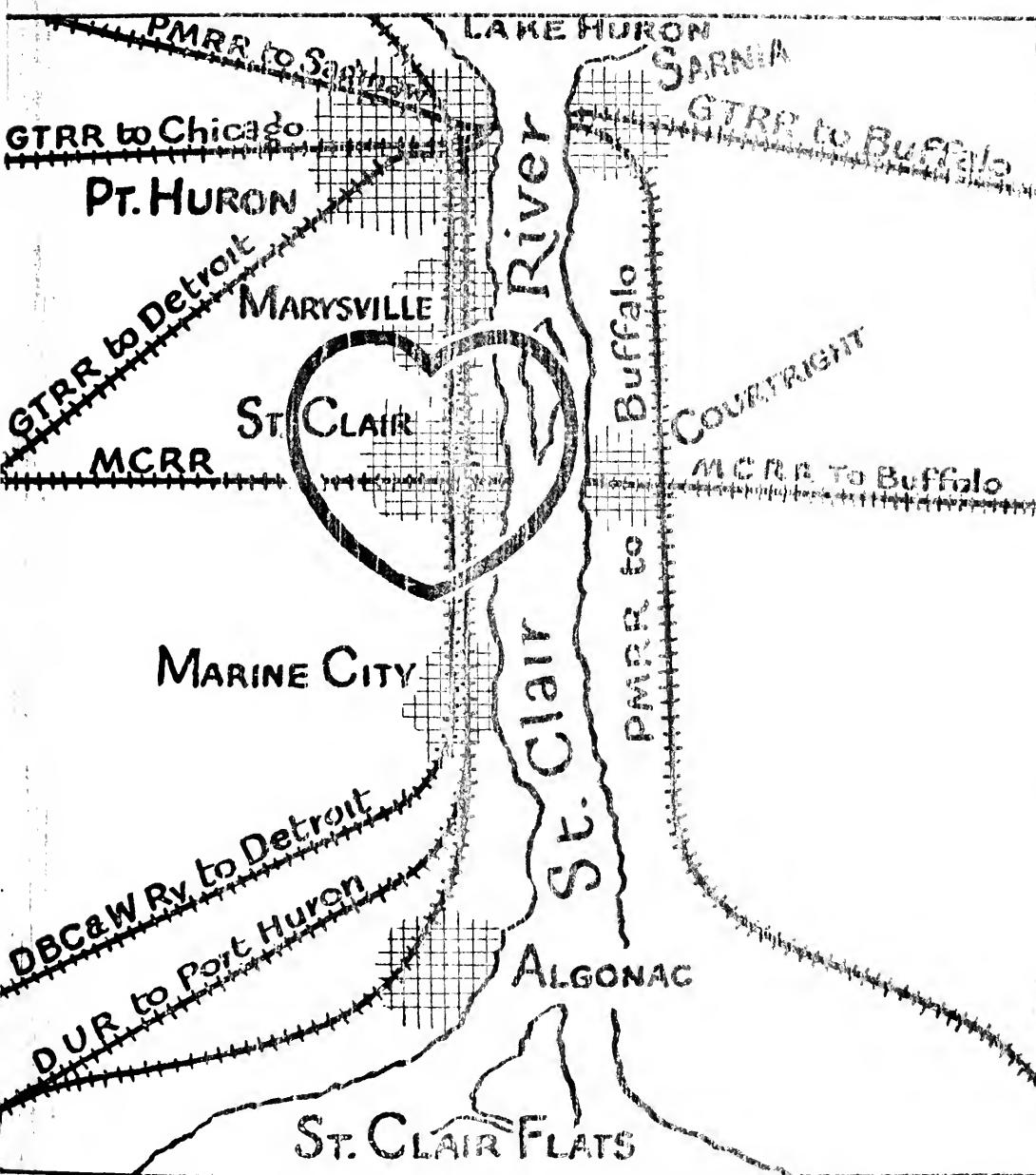
Beautiful, changeable, Saint Clair River,
On thy bright bosom the sun-beams quiver,
Sparkle, and dance, as thy deep waters flow
On, to the sea as the years come and go.
We know full well, not always thou art mild,
But at times thou dost roll up billows wild,
Or tossing thy white caps in angry glee,
As if mocking at human misery.
Then gliding so calm on a summer night,
Who could dream that ever rising in might,
Thou wouldest wreck the frail bark trusting in thee,
Send souls unprepared to eternity.

Tell us of days when the Indian's canoe,
Shot out from thy banks o'er the waters blue.
If the legend's true that in years gone by,
One bank reached out to the other so nigh.
That felling a tall tree close to thy shore
One crossed in safety thy deep water o'er?
Revealed thou to us the last resting place,
Where the brave warriors sleep after the chase.
To dream of the happy hunting grounds, where
No work, with never a trouble or care.
Where did the deer come thy water to drink?
Show us the trail to thy grassy brink.

Didst thou laugh with delight, when first white sail,
Danced over thy waters manned by face pale?
Did it whisper to thee of coming time?
When thou shouldst carry men of every clime?
Wast thou angry, or didst tremble with fear,
When the first whistle fell clear on thy ear?
Answer these questions. We'd much like to know
Things thou wouldest tell us of the long ago.

Now what a change, from thy salt-licks arise,
Buildings with towers pointing up to the skies.
Large vats of brine into salt simmered down,
Are shipped through the land, to city and town.
Thy commerce is great, going down to the sea,
Not even Suez can compare with thee.
Tell us we pray, is thy face wreathed with smiles
To note the beauty of thy many isles?
Thy cities lie fair in the twilight's glow
And bathers sport where thy water is low.
Over thy still quiet surface there floats,
The far-reaching whistle of passing boats.
The sea-gull swoops in his downward flight,
Seizing a fish, disappears from the sight.
The robin calls to his mate in the tree,
"Sweet sleep," night fall over land and the sea.





ST. CLAIR--IN THE HEART OF THE ST. CLAIR
RIVER DISTRICT.

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